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SURVEY OF GREECE

DEPARTMENT OF STATE
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~~July 1942~~

Second Edition: 10 February 1944

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Prefatory Note to Survey of Greece

This Survey of Greece covers the information available in July of 1942. For developments since that time reference must be made to later intelligence. The sections most in need of supplement in this way are those dealing with conditions in Greece during the Axis occupation.

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* The older maps in the above list have been dated, with the exception of the two maps of Athens. All the other maps have been brought up to date so far as the available sources of information would allow.

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Section III

POPULATION AND SOCIAL CONDITIONS

15. General

a.1/(1) At the time of Christ the Roman Empire ruled all the lands around the Mediterranean. There were two official languages -- Latin west of the Adriatic, Greek east. The peoples of Asia Minor, Syria, Egypt, and the Balkans had their own native languages, but the upper classes spoke Greek and called themselves Roman, everywhere. The cities were the Greek centers. After 325 the main capital of the Roman Empire was Constantinople. In the next 200 years control over the western (Latin) half of the old empire was lost, leaving the eastern (Greek) as the "Roman" empire. At this time all Greeks became Christians. They were civilized, Christian, Greek speaking, Roman citizens, under the "Roman" emperor of the East. Around them were barbarians, non-Christians, non-Greeks, non-Romans.

(2) In the 500's Asiatics (Avars, Bulgars, later Magyars) leading masses of Slavs inundated the interior of the Balkan peninsula, crowding the Greeks to the stronger cities, the coasts and the islands. The Greeks in the 800-900's converted these Slavs and Asiatics, and in the territory of modern Greece proper absorbed most of them, turning them into Greeks. In the 1000's the first Turks broke into the "Roman" emperor's land of Asia Minor while western Europeans (French, Italian, etc.), as Crusaders, frequently attacked by land and sea. In 1059 the Greek and western (Roman Catholic) churches severed relations for good. In the 1200's Genoese and Venetians and Frenchmen carved out duchies for themselves all over the mainland and islands.

(3) In the 1300's the Ottoman Turks took all Asia Minor and began to conquer the Slav, French, Italian, and

remaining Greek territory. In 1453 the last "Roman" emperor fell at Constantinople. The last Christian toe-holds (Venetian) were taken by the Ottomans in the 1600's. All Christians (Slavs, Greeks) under Turkish Mohammedan rule were inferior subjects. Their children were seized for training as soldiers; their persons and goods were subject to whimsical taxes and confiscations. In the 1700's the Ottoman government fell into decay and local grafting tyrants and irregular soldiers lived by perpetual plunder of their subjects. But the Greek church and local Greek officials continued because the Turks didn't wish to be bothered with minor matters. Greek traders and petty officials frequently made fortunes serving Turkish masters.

(4) Rebellion against the Turks began after the French Revolution, aided by English, French, and American democrats and by the Czar of Russia. The first Kingdom of Greece was recognized by the powers in 1830. In the next generations a series of wars and treaties arranged by the great powers caused the kingdom to reach its 1923-1941 boundaries.

(5) 2/ In internal politics the period after the First Balkan War (1912) was dominated by the rivalry between the party of Venizelos, a Cretan democrat, and the conservatives who supported the dynasty. Venizelists were pro-Allied; Constantine I and his following favored Germany. Greece was one of the Allied Nations in World War I. After the disastrous campaign in Asia Minor, 1921-1922, Greek politics fell into chaos. There were several revolutions, constitutions and restorations, with the main cleavage still that between Venizelists and monarchists. The bitterness between the supporters of Venizelos and his monarchist opponents was intensified in 1922 by the assassination of

GREECE

0 100

Miles

- Alluvium
- Karst
- High complex mountains
- Crystalline uplands
- Extinct volcanoes

20° 22° 24°

40° 38° 36°

Tirana
Elbasan
Bitolj (Monastir)
L. Okhrida
YUGOSLAVIA
GREECE
Vardar R.
BELASNITZA MT.
Struma R.
BULGARIA
GREECE
Mesta R.
RHODOPE MTS.
Drama
Salonika
TURLA MT.
Vistritsa R.
MT. ATHOS
MT. OLYMPUS
MT. OSSA
Larissa
Trikkala
Yannina
Volos
CHIKE DAGH
ALBANIA
GREECE
PINDOUS MTS.
CORFU
IONIAN SEA
AEGEAN SEA
OTHRYS MTS.
EUBOEA
PARNASSUS MT.
HELICON
KYTHARON
Patrai
ZYRIA MT.
Athens
Corinth
Kalamai
TAYGETOS MTS.
CRETE
MT. IDA

L. RAISZ

PROVISIONAL EDITION

GREECE

MAP NO. 433 MAY 9, 1942

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COMPILED AND DRAWN IN THE GEOGRAPHY DIVISION, C.O.I.

the general who led the Greek armies to defeat in Asia Minor, together with five ex-Ministers. For the next four years one coup succeeded another, and stability was attained only under Premier Zaimis (December 1926 to June 1928) who was succeeded by Venizelos (1928-1932). This cabinet, however, lost its support because of the economic crisis, and the election of March 1933 restored the Monarchists to power. A Republican uprising in 1935 failed, and Venizelos had to flee the country to die in exile. When King George returned, he issued an amnesty, thereby alienating the Monarchists. In the midst of the King's efforts to organize a representative government, the death of the Premier in April, 1936, opened the way to the succession of Metaxas . In 1936 the King (George II) created General John Metaxas Dictator, responsible solely to the throne. The dictatorship only partly pleased the monarchists while alienating all Venizelists. The Metaxas government ruled with totalitarian methods until the collapse of resistance in April, 1941.

b. The contemporary social scene. Greece is one of the countries most severely affected by Axis occupation. Mass executions and torture appear to center in the western part of Crete, under German control, where resistance is continuing,3/ and in Macedonia which is under Bulgarian control. 4/ Mass starvation and pauperization are universal throughout Greece, being especially acute in the cities. In May, 1942, the Red Cross was feeding 700,000 people daily in Athens. 5/ Anti-Semitic measures are enforced but have no Greek support. 6/ The people remain courageous, completely ostracizing the occupying forces. The Germans are hated, the Italians despised. Hope for Allied victory is very high. 7/ Many laborers may have been sent to Central Europe. 8/ Most of the schools are closed. 9/ Many priests have been killed; those spared remain leaders of resistance. 10/ Policing in

the cities is done by Italian Carabinieri, who go about in groups of three to nine; 11/ in the country it is left largely to the local gendarmerie, who do not report the many Greeks who shelter British soldiers in their homes. 12/ All news is German controlled, except the few Allied broadcasts which can be listened to in spite of heavy penalties. 13/

16. Population. The last published census of Greece was taken in 1928. On December 31, 1938, the population of Greece was estimated at 7,108,000. 14/ Males and females were represented in almost equal numbers. Nearly two million of the total population were resident in Macedonia (1,633,150) and Thrace (343,370), according to the estimate of December 31, 1937, which distributed the remainder of the population as follows:15/

Attica-Boeotia	1,124,020
Peloponnesus	1,158,310
Ionian Islands	228,890
Thessaly	546,010
Epirus	353,130
Crete	432,000
Aegean Islands	333,540

The distribution in professions in 1928 was: 16/

		Percent of Stated Work Groups
Farming	1,293,398	53.56
Shepherds	167,302	6.93
Fishing	14,941	0.62
Miners	6,340	0.26
Factory Workers	429,831	17.80
Transportation	106,758	4.42
Banking	22,937	0.95
Commerce	185,560	7.68
Personal Service	57,570	2.38
Professions	85,969	3.56
Public Servants	44,472	1.84
No Profession (chiefly women)	2,069,212	

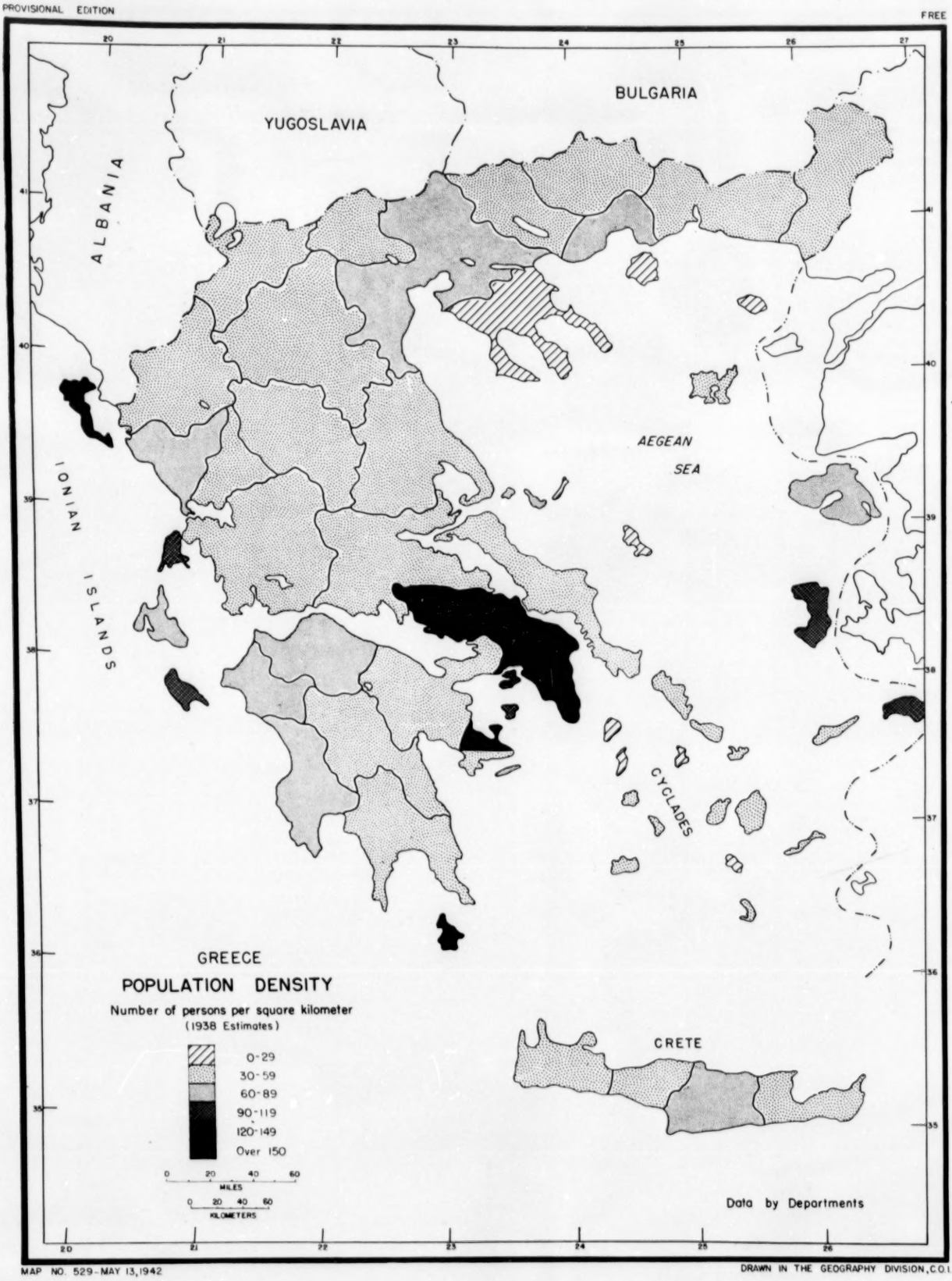
The population of the principal towns in 1928 was: 17/

Towns	Population	Towns	Population
Athens	452,919	Serres	29,640
Piraeus	251,328	Drama	29,339
Salonica	236,524	Kalamata	28,955
Patras	61,278	Mytilene	27,870

(continued)

PROVISIONAL EDITION

FREE



MAP NO. 529-MAY 13,1942

DRAWN IN THE GEOGRAPHY DIVISION, C.O.I.

Towns	Population	Towns	Population
Kavalla	49,980	Canea	26,604
Volo	41,706	Kallithea	26,603
Xanthi	33,712	Larissa	23,899
Heraklion	33,404	Chios	22,122
Corfu	32,221	Hermopolis (Syros)...	21,156
Komotini	30,136	Janina	20,485

Before the war, there were about a million and a half men of military age (21-55). 18/ The number now is impossible to estimate.

In 1928, 67 per cent of the people lived in towns with a population of under 5000. The great majority of them (58 per cent of the total population) live in towns with less than 2000 population. 19/ Isolated dwellings are rare, however, even farmers preferring to live in villages. Because only 20 per cent of the land of Greece is arable, the density of population in 1931 was 870 per square mile of cultivated land. 20/

17. Ethnic and social groups. a. Ethnic. (1) On the basis of religion, the official criterion for determining nationality, 93 per cent of the people of Greece are Greek. 21/ This includes a million and a half people who came into Greece as a result of the exchange of populations with Bulgaria in 1919 and with Turkey in 1923. Despite twenty years' residence in Greece, many of these people are still foreign, chiefly Turkish, in language and customs, especially in Macedonia and Western Thrace. The alien element in 1928 was made up of 103,000 Turks in Western Thrace, 82,000 Bulgars in Western Macedonia, 25,000 Albanians in Epirus, 70,000 Spanish Jews in Salonica, 35,000 Armenians scattered in various parts of Greece, and 73,000 foreign subjects of different nationalities, including 2,500 Italians chiefly in Central Greece, the Peloponnesus, Macedonia, and the Ionian Islands. 22/

(2) The nomads are of particular importance because of their expertness in guerrilla warfare and the great help given by every man, woman, and child in maintaining supply lines during the Italian campaign. 23/ These include the Vlachs, who speak a Roumanian dialect, and the Greek-speaking Sarakatsans. The Vlachs engaged in shepherding in 1938 numbered an estimated 20,000; the Sarakatsans, 30,000. They live mostly in Thessaly and Epirus. 24/

b. Social. 25/ (1) There is no native land-holding aristocracy in Greece, because under the Turks all Greeks alike were serfs. Consequently, democratic equality is a fact in Greece. City people are distinguished from country people by better education and more modern ways of living; under the occupation they suffer most from starvation. Family loyalty and patriotism are intense; all Greeks are exceedingly loyal to their home communities, and participate in all community affairs.

(2) There are three types of rural community -- the agricultural, the maritime, and the pastoral. In the agricultural community, the small-holder is responsible for 95 per cent of the nation's crops. The southern villages, where the peasant has owned his own land for several generations, are noticeably more prosperous than those in the north. The pastoral nomads, or Vlachs, live in permanent mountain villages in the summer and camp on the plains in winter. Their main occupations are muleteering and trading, making them excellent guides in an area where mules are still the main method of transportation. The maritime people live mostly on the islands of the Aegean. Their heavy dependence on the sea for livelihood has made almost all islanders experts in small-boat navigation. The refugee population which arrived from Asia Minor in 1923-1924 was responsible for

important improvements in agricultural methods, grape and tobacco growing, silk and cotton mills and home weaving. The Spanish Jews of Salonica are important in the commerce of the city; there was no anti-Semitism in Greece before the occupation.

18. Language. (1) Greek is spoken by 93 per cent of the population. 26/ This figure includes many who are bilingual and speak other languages in their homes. Turkish is frequently the home language in Macedonia and Western Thrace. There is a large Albanian-speaking population in the rural districts of Attica, Argolis, and some of the islands, descendants of fourteenth century immigrants. They also speak Greek. Albanian patois is also found in Epirus. 27/

(2) 28/ Many of the educated people and city-dwellers speak English. In almost every village someone can be found who has been to America and speaks more or less intelligible broken English. French is also frequently understood in the cities.

19. Characteristics of the people. 29/ (1) Tradition and custom are very important in village life and religion. Family authority is strong. Hospitality is obligatory. Shrewdness in trade is highly respected. 30/

(2) By temperament Greeks are highly individualistic. They prefer to be argued into a policy rather than ordered. Once a plan is agreed on they cooperate well. They work better for respected foreigners than for each other, 31/ and tend often to procrastinate. 32/

(3) The mountain Greeks showed great stamina, courage, and initiative in the Albanian campaign. Personal wants are few and when in good physical shape Greek soldiers are excellent men as individuals. Convinced that their

officer has a good plan and is brave, they will carry through very difficult assignments. 33/

(4) All Greeks are politicians, given to violent partisanship. Rivalries are bitter and complex. 34/ In local self-government they have always been extremely democratic and very capable of running their village affairs. For all practical purposes they have had village self-government for several thousand years. 35/

(5) Greeks respect men first and officials only incidentally. 36/

(6) Greeks have had unbounded respect for the United States. They know it directly and through relatives. An occupying force will have their complete support. 37/

(7) Famine and brutal treatment will have weakened and broken not only individuals but communities. The conduct of relations with the Greeks will have to center upon feeding and restoration for a considerable period. Depending upon the degree of famine, they may be more of a military liability than an asset for a long while. 38/

20. Living conditions . a. Pre-war (1) From the American point of view all classes except the relatively few well-to-do traders and professional men in the cities were poverty-stricken in the best years. 39/ Food was simple, the staples being bread, rice, olive oil, olives, cheese, and wine. For special meals, eggs, fish, and mutton were eaten. 40/ Clothing was simple; native woolens were used extensively. In rural districts in the South most families lived in stone houses, with two to four rooms. In the North houses are of mud and thatch. When the weather permitted, most life went on out of doors. 41/ Respectable laboring-class families supported themselves on about 60 cents a day. 42/ In the cities a small class of wealthy families enjoyed limited luxury. 43/

b. Under Axis occupation. 44/ There is not enough food to support life. Death from starvation in Athens during the winter of 1941-1942 has been at the rate of 1000-2000 a day. Starvation has caused mass evacuations from the islands. There is acute undernourishment even in rural districts, where occasional food is available. The entire population suffers from severe malnutrition and lack of clothing. The currency is almost worthless; there are no stocks of food or goods to be bought; and much personal movable property has been confiscated . An occupation force will find a people not possessed of a standard of living.

21. Labor. (1) Outside the cities all workers are peasants with little experience with machinery. The unskilled city workers are also peasants. 45/ They worked well at 60 cents or 65 cents a day in 1940. Skilled labor in light industries earned about $1.00 to $1.10 per day; white collar workers received about $16.00 to $25.00 per month university professors earned about $50.00 per month. 46/

(2) Before 1936 the maritime workers and the Athens taxi drivers (Chauffeur's Union) were strongly unionized. 47/ All unions under Metaxas, 1936-1941, were totalitarianized 48/ and their leaders were exiled or imprisoned.

(3) It is reported machinists and skilled operators have been taken to Germany. 49/ There will be few at hand, since the factories have been closed and people have scattered to the country to find food. 50/ For some time after occupation, payments in food and clothing will be more needed than cash wages; if cash is paid, canteens and markets will have to be set up, as there are no stocks of food to be bought. 51/ Port and railway workers are reported to be weakened by hunger and have become scattered. 52/ Electricians, stationary engineers, butchers, tanners, canners,

garage machinists, etc. will all have to be reassembled after occupation . Their presence should not be counted on in advance. 53/ Automobile drivers have always been extremely scarce. 54/

22. Public health. (Being prepared by the Surgeon-General's office.)

23. Education. (1) In 1929 it was estimated that, of the Greek population over six years of age, 40 per cent of the males and 50 per cent of the total were illiterate. 55/ Although desire for education is strong, the facilities are meager, especially in rural areas. Education of women is particularly backward. In 1938 the proportion of males to females in secondary schools was about four to one; in the higher schools the discrepancy was much greater. 56/ The large percentage of the refugees from Asia Minor who could neither speak nor write Greek further complicated the problem.

(2) The contrast between rural and urban education facilities is strong. Primary and secondary opportunities are greater in the cities, even for the poor. The University of Athens had a student body of about 7,000 in 1936. 57/ The University of Salonica was founded in 1925, and had a student body of 1,500 in 1936. 58/ About 6,000 were attending commercial schools and 1,000 were in agricultural schools. There were 990,000 in primary schools, and about 100,000 in secondary schools. 59/ In 1930 there were 46 foreign schools in Greece, their pupils numbering: American schools, 460; German, 580; French, 5,500; Italian, 2,850. 60/ Since a university degree was required for many civil officials, 61/ participation in the national government and administration was limited to a very small segment of the population.

24. Religion. (1) The Greek Orthodox Church is in every sense the church of Greece. Its members comprise

over 93 percent of the population. 62/ The importance of the church is twofold. It lies in the intense loyalty of the Greek to his church, and of that church to the nation. The identification of church and state in Greece is exceedingly close. 63/ Clergy of all ranks are paid by the state, 64/ and are militantly patriotic. In the Italian campaign Greek bishops and priests led fighting men into action. 65/ It is also very much a church of the people, because of the important role religion plays in their daily lives.

(2) The head of the church in Greece is the Metropolitan of Athens.66/ A new incumbent has been installed by the puppet government, with decreased authority. This action is not recognized by the Government-in-exile; 67/ it is probably not recognized by the church itself in Greece. There are 87 bishops, who are celibates recruited from the monastic orders. The 7,000 priests, who marry and live much as their parishioners do, are poorly educated but very important in their communities . In 1938 there were about 180 monasteries in Greece, limited to 12 members, and 20 on Mt. Athos, where the 3,500 monks enjoyed both civil and religious autonomy. 68/

(3) Other religions and denominations in Greece are today distinctly minor. 69/ There are 35,000 Roman Catholics, mostly the hellenized descendants of Venetian settlers. They have three Archbishops, at Athens, Corfu, and Naxos; and three Bishops, at Syra, Tenos, and Santorin. There are 4,000 Greek Protestants, centered in Athens. The 126,000 Moslems include about 20,000 each of Albanians and Bulgarians, the balance being mainly unexchanged Turks living in Western Thrace. Of the 75,000 Jews, the majority are now hellenized Spanish Jews in Salonica. There are other Jewish centers in Athens, Corfu, Crete, Zante, Chalcis and Volo. Grand Rabbis live at Salonica and Crete.

25. Public order and police. (1) Village Greeks are law abiding in good times, although quarrelsome and devoted to lawsuits. The local chief of police and a few gendarmes kept each area quiet. Mountain banditry had about disappeared. The first city police was established in 1918, in Athens and was trained by the British Police Mission. 70/ There was slum vice and crime in the big towns.

(2) The dictatorship, 1936-1941, set up a system modeled upon Himmler's. There was the regular national police under the Ministry of the Interior. This gendarmerie was supposedly officered by college-educated ex-soldiers, 71/ but graft and totalitarian politics put Metaxas politicians in key places. 72. The gendarmes were former soldiers picked on their military records by competitive examinations. 73/ They remained trustworthy through 1941. In addition there was a big spy and secret political police organization 74/ trained in Vienna and active chiefly in Athens and the other larger cities . Its activities created most of the public hatred of the dictatorship. 75/

(3) The puppet government has been unable on its own authority to police the country. However, the local gendarmes have remained in office. Attempts to create a large force favorable to the occupying authorities have failed completely; the step of forcing all demobilized army sergeants to become gendarmes has been taken on paper, but the occupying authorities are reported afraid to arm such men for fear they will function as guerrilas. 76/

(4) A reliable police could be set up, using these local ex-soldiers as well as the surviving members of the old gendarmerie, but arms would have to be provided. The Gonatas 77/ group in Greece and the Government-in-exile a reported ready to handle the matter upon reoccupation of the country.

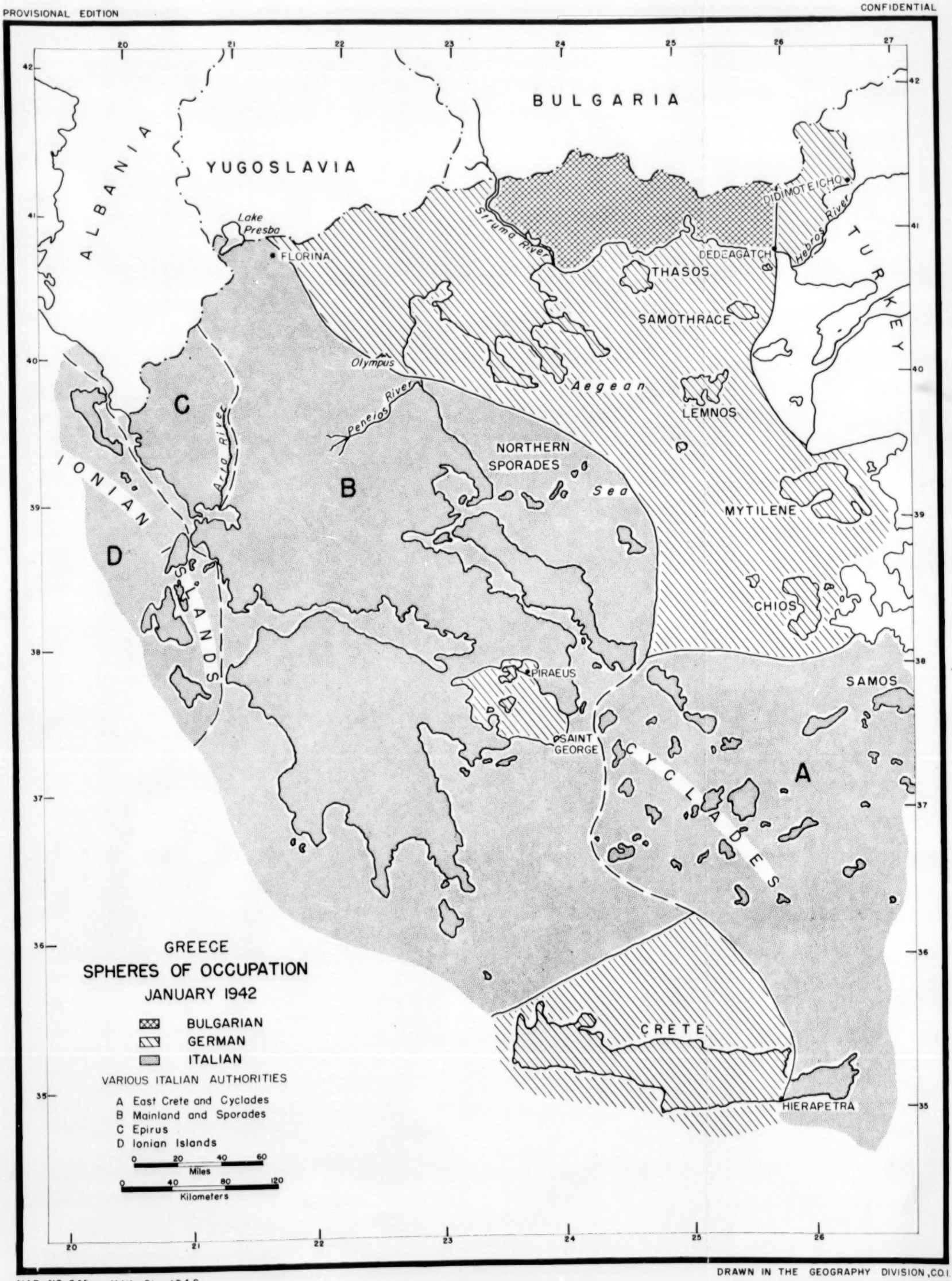
26. Press , Propaganda, and Censorship. (1) All these affairs were handled under the dictatorship on Goebbels-Himmler model, with much leeway to allow for graft, inefficiency, and public disapproval. 78/ The press of Athens dominated the country; there were dozens of papers; four-page editions predominated. 79/ Each journal was a political organ; events were editorialized, not simply reported. Advertising was of a primitive order; political subsidies kept most newspapers operating. Under the dictatorship a full censorship was supposed to exist but it operated partly as a means to squeeze graft from publishers. All papers were directed to propagandize against Parliaments and Democracy and to praise the regime. 80/

(2) Since the occupation the press has been limited to propaganda functions for the Axis authorities. 78/ Political support for most of the papers has gone; there is no advertising; there are few customers; there are few presses operating; paper cannot be easily obtained. The grapevine has always operated better than the press as a channel for information, rumors, political ideas, and scandal. In the largest part of the country it is the chief channel for information. 81/

(3) Even domestic mail is subjected to Axis censorship. 82/

(4) 83/ Radio propaganda is handicapped (see radio section) by the absence of batteries, the scarcity of electric power, and the wearing out of sets, more than by official prohibition of listening to Allied broadcasts. An occupying force should not be too reliant upon broadcasts to the population, although after an interval news will spread from the few receiving sets in operation.

(5) Propaganda before and during an occupation will be most effective which promises food and a chance to drive out the invaders. Comment upon matters touching internal political issues should be avoided. 84/ There will be no need to stir up hatred of the Axis invaders.



GREECE

SPHERES OF OCCUPATION

JANUARY 1942

BULGARIAN

GERMAN

ITALIAN

VARIOUS ITALIAN AUTHORITIES

A East Crete and Cyclades
B Mainland and Sporades
C Epirus
D Ionian Islands

0 20 40 60
Miles

0 40 80 120
Kilometers

MAP NO. 545 MAY 21, 1942

DRAWN IN THE GEOGRAPHY DIVISION, CO

Section IV

POLITICAL

27. General

(1) Greece has been under Axis occupation since April 27, 1941. 85/ The spheres of Axis authority are:

a. The Triangle Didimoteicho which was occupied by the Germans and where the Greek authorities are still kept. 86/

b. The reclaimed part of Western Thrace and eastern Macedonia between the Evrou and the Struma rivers, which is occupied by the Bulgarians as a sort of annexation and in which every sort of Greek government has been wiped out. 87/

c. The Germans continue to hold: 88/

Macedonia, from the Struma River on the east to a line roughly extending from Lake Presba to the mouth of the Peneios River on the West; to the north, up to the Yugoslav border.

Also the islands of: Thasos*/
Chios
Samothrace*/
Crete, except for the east tip up to Hierapetra
Lemnos
Evstratios
Mytilene

*/These were formerly thought to be held by the Bulgarians

Also the port and city of the Piraeus.

Order and division of Piraeus, July 10, 1941. Limits: the Germans to hold toward the north as far as east bank of the New Phaleron drainage canal up to the Athens-Piraeus railroad north of the freight depot; then west along Anapafseos Street; thence by a straight line to the port of Phoron (Vassiliades).

The urban area to the south to be German, to the north Italian.

The Germans to hold also the islands and islets of the Saronic Gulf, including the island of St. George. All properties hitherto requisitioned by the Germans, wherever situated, to remain German.

Signed by LITKE, Hauptmann, Military Commander of the Piraeus

d. In the rest of Greece, the Italian occupation is divided among four authorities:

1. Cyclades and east end of Crete up to Hierapetra under the Governor General of the Dodekanese. 89/

2. Mainland Greece and the Sporades, under the Representative Plenipotentiary for Italy, in Greece, at Athens, Mr. PELLIGRINO CHIGI. 90/

3. Epirus, which comes under the Governor of Albania. 91/

4. Ionian Islands, with a special representative whose seat is Corfu; considered as annexed, and comes under direct government of Italy. 92/

(2) There is a puppet government in Athens under General Tsolakoglou, completely subject to the occupying authorities and maintained by them to provide a scapegoat. There is no popular support for the Tsolakoglou government. 93/ Resistance to occupying forces is strong in all Greece. There are many reports of guerrilla activity. The Communists are becoming stronger, and are active in resistance. 94/ General Gonatas is said to be the leader of an underground movement prepared to provide an emergency government. 95/ The government recognized by the United Nations is the Government-in-exile, under King George II and Premier Tsouderos, with headquarters in London.

The Germans to hold also the islands and islets of the Saronic Gulf, including the island of St. George. All properties hitherto requisitioned by the Germans, wherever situated, to remain German.

Signed by LITKE, Hauptmann, Military Commander of the Piraeus

d. In the rest of Greece, the Italian occupation is divided among four authorities:

1. Cyclades and east end of Crete up to Hierapetra under the Governor General of the Dodekanese. 89/

2. Mainland Greece and the Sporades, under the Representative Plenipotentiary for Italy, in Greece, at Athens, Mr. PELLIGRINO CHIGI. 90/

3. Epirus, which comes under the Governor of Albania. 91/

4. Ionian Islands, with a special representative whose seat is Corfu; considered as annexed, and comes under direct government of Italy. 92/

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28. Government

(1)96/From 1936-1941 Greece was a limited monarchy under a dictator-premier. The power of Parliament was nominal; elections were fixed, opponents imprisoned or exiled. All appointments to central positions and commands in armed forces were made by the dictator. There were 35 departments (nomoi or perfectures), each under a prefect; under the departments was a total of 141 eparchies (subprefectures). Each subprefect was under the authority of a prefect. A subprefecture was divided into urban municipalities (demoi) or rural areas centered in villages (koinotetes). There were four special Governor-Generalships for larger border areas, Epirus, Macedonia, Thrace, and Crete. The Governors-general in those areas stood above the prefects and were practically members of the cabinet itself. On paper all power came from Athens through the prefects and subprefects appointed by the dictator. In local government, self-government operated before 1936. The council and mayor in each of the 53 municipalities of over 10,000 population were elected; the council in each village elected its elders who made one member president. The Dictatorship did not destroy the pattern but tried to replace or cow these officials without very complete success. There were no genuine elections after 1936. These local units are durable; they can begin to function at once.

(2) 97/ Under Italian occupation the bureaucracy of city government has continued to be operated by Greek personnel with Italian or German direction. This Greek personnel will probably continue to function.

(3) An occupying force should first secure, in each town, the municipal or village headquarters, the P.T.T. office (post-office, telegraph, and telephone, which facilities are combined in one office), the power plant, and the local reservoirs. Reservoirs should come first. Many areas depend on pumped water. Gasoline or diesel pumps will need fuel, especially in many islands and in the Peloponnesus. 98/ Supply is a problem in reverse; no supplies will be available, but instead the occupying force will have to supply the population. 99/ Finances will be in the same state; the occupying force will have to provide currency. No trucks, busses, cars, or rolling stock will be available. 100/ There will be practically no horses nor mules nor fodder. 101/ The occupying force will receive the cooperation of the city government personnel, as well as that of the civilian population.

(4) To set up a local unit get the priest, the last legal mayor, the chief of police and the school-teacher. 102/ They will run the others until regular government is set up. Inside occupied Greece, General Gonatas is reported to have a skeleton organization ready to take over; 103/ the exiled government will be able to regularize a new administration after an occupation.

29. Political parties.

(1) From 1912 to 1936 there were two parties: (a) Venizelist republicans and (b) anti-Venizelist monarchists. They were bitter rivals. After 1936 part of the monarchists supported the dictatorship and were pro-German. The Venizelists were silenced. Both parties are united in

hating the occupying Germans and Italians. An occupying force will probably find both elements friendly to America, but anxious to get at the old fight with each other. 104/

(2) Communists in and out of Greece are cooperating in the fight against Nazis, but their cooperation after the fall of the Nazis depends upon general Soviet policy. They are reported getting stronger inside occupied Greece. 105/ Their numerical strength before 1936 was slight. There is no support for Nazis, Fascists, nor the puppet government under Premier George Tsolakoglou. 106/

(3) Recently returned American observers report feeling against the King to be strong within occupied Greece. 107/ Opposition to monarchy and to George II personally is also strong among emigrant Greeks. 108/

30. Foreign policy and international relations

(1) 109/ The Metaxas dictatorship was hostile to "democracy" but the people were favorable to Americans and British, because nearly every village had members who had emigrated to America; the Government itself became pro-British after the German invasion.

(2) 110/ Before 1941 the Metaxas dictatorship was pro-German although anti-Italian. In the Italian campaign all parties stood together to fight invasion. Since then only a handful have served the puppet government in cooperation with the occupying forces.

(3) Relations with Bulgaria have never been good. Bulgar policy in Thrace since 1941 appears to have generated a hate which will divide Greeks and Bulgars for a long time. 111/

Greek and Serb guerrillas are reported cooperating in the north; 112/ on the outside, the two governments-in-exile have agreed to a post-war union which goes far in creating a single political force. (January 15, 1942) 113/

(4) The Government-in-exile is decentralized, responsible ministers holding posts in Washington, New York, London, and Cairo. It depends upon the fullest support of the British and American governments. As a member of the United Nations, it is allied to Soviet Russia. After reoccupation, the government will rely upon the power or powers best able to assist it to solve its internal problems.

Section V

ECONOMIC

31. General

a. 114/ The people of Greece are famished, there is no manufacture. Public utilities operate at minimum levels if at all. Railways are practically out of operation. Roads are in very bad shape; motor vehicles have disappeared. The merchant fleet is abroad and the small ships at home are lost or forbidden to put to sea. There is no foreign commerce although the last movable goods continue to move as loot towards Central Europe. Only the Axis authorities may use the telegraph or telephone, and there is no credit, no local trade, no treasury, no taxes. The Bank of Greece is printing hundreds of millions of worthless drachmas to pay for the costs of occupation.

b. Agriculture has fallen off each year since 1940. Currently all wine, currants, olive oil, wheat, tobacco, potatoes, and livestock have been requisitioned, eaten, or concealed in small amounts. Seed, tools, manpower and work animals are too few to produce more than a small crop. 115/ Germans are reported working a few mines. 116/ Before the war primitive production accounted for considerable tonnages of iron, iron pyrites, chrome, magnesite bauxite and lignite as well as other minerals. (see Appendix on production and imports.) Only the northern and western mountains had timber; lumber was largely imported; wood for fuel was reported unprocurable by January 1942 in Athens. 117/ The fisheries were important but fishing is not now permitted. 118/ Fuel for boats and repairs will be needed.

32. Manufacturing

(1) Greek industry before 1940 was still in the stage of small, individual enterprises, limited by lack of capital and machinery. It was based above all on low wages and protective tariffs. Under German financing and, often, with German technical advice, industry was developing rapidly. 119/ An abrupt stagnation began in June, 1940, with the entry of Italy into the war. 120/ The dearth of raw materials affected particularly the textile, chemical, rubber, leather, foodstuffs, and metal-working plants. 121/ Never more than a month's supply of raw materials was kept on hand, and it is safe to assume that all production for home consumption was stopped at the time of the German occupation. Employees are reported scattered in search of food; metals and machines have been reported shipped to Germany. 122/ A few operations useful to the Nazis have continued but on a small scale because of shortage of fuel and transport and the weakness of the workers. 123/ (see Appendix on production and imports.) Munitions factories which were set up under the supervision of the German Army Ordinance and the Organization Todt are probably functioning. 124/ Before the war the chief industries in Greece were the canning of vegetables, the distilling of alcohol, the preparation of currants and olives, and the treatment of ores. 125/

(2) Food. 126/ The canning industry before 1940 was concentrated at Nafplion where over 3,500 tons of tomatoes, vegetables, and fruits were placed each year in cans made on the spot, and at Salonica where fish were pickled.

Distilling was carried on in many parts of the country where cheap wines were the raw material. There was a considerable slaughtering industry at all of the large cities. The abattoirs at Athens, Patras, Piraeus, and Salonica chiefly concentrated upon sheep and goats, the slaughter amounting in normal times to between 1,150,000 and 1,350,000 head. Cattle were slaughtered at the rate of 100,000 to 125,000 head; hogs at between 63,000 and 72,000 head. Plants for sausage and similar meat products were concentrated at Athens and Salonica. There were no meat packing plants, meat freezing houses or meat canning plants in Greece.

(3) Mining. 127/ The mining industry was not of great importance in money value. Some of the ores were treated at or near the mines before export, but there was no smelting industry. The chief minerals were iron, manganese, magnesite, iron pyrites, bauxite, chrome, lead, barite, emery and nickel. A large part of the export went to Germany. 128/ Before the war mines suffered from a shortage of modern machinery, although several corporations were actively developing them between 1936 and 1940. The condition of the mines, their machinery, and their labor supply since 1941 is problematical.

(4) Textiles. 129/ The textile industry had a remarkable growth in number of mills, spindles and looms for cotton, wool and silk between 1925 and 1940. This growth was based upon low wages and a protected market.

(5) Minor industries. 130/ In addition to these activities, there were minor industries for the making of paper, shoes, leather, chemicals, naval stores, soap, boats and ships, and rubber goods. No industrial machinery was made in Greece. Dealers and small manufacturers in petroleum products were found in Athens.

33. Utilities. a. Power plants.

(1) Power plants were chiefly small Diesel generators, run for a few hours in the evenings. 131/ These have had no fuel since 1941; 132/ some may have been taken to Germany.

(2) Athens and its suburbs had a steam plant supply. 133/ Brown coal (lignite) from nearby has been the only fuel since 1941; 134/ its supply is low; current is closely rationed. 135/ Before becoming useful, this plant may need repairs; it will need coal.

(3) Hydroelectric and Diesel plants combined supplied power in 1941 to Heraklion, Edessa (Vodena), Naoussa, Patras Serres, and Verria. 136/

(4) The Appendix shows 1940 capacities, currents, and voltages. Note that the 220 voltage is commonest.

(5) 137/ Greek electrical appliances were chiefly from the United States and Germany. The pin-plug and the spring-socket (not the screw-in) bulb were used.

b. Water supply. 138/ Athens has modern water and sanitary works. These depend upon the Marathon reservoir and aqueducts from the mountains in the northwest, subject

PROVISIONAL EDITION

CONFIDENTIAL

GREECE

RAILROADS AND SAILING DISTANCES

Standard Gauge Railroads (1.435 m. or 4'8½")
Narrow Gauge Railroads (1.000 m. or 3'3⅜")
Narrow Gauge Railroads (0.600 m. or 2'0")
Railroads under construction
75 Sailing distances in Nautical Miles

10 5 0 10 20 30 40 50 60
Miles

10 0 10 20 30 40 50 60
Kilometers

YUGOSLAVIA
BULGARIA
ALBANIA
TURKEY
Aegean Islands
Ionian Islands
Ionian Sea
Aegean Sea
SEA OF MARMARA
L. Ochrida
L. Prespa
Monastir
Florina
Edessa
Vevdalija
Metallikon
Podgoalis
Sidirocastro
SERRES
DRAMA
Paranestion
KAVALLA
XANTHI
KOMOTINI
Didimoteicho
Edirne
Soufli
Myrkenos
Eion
Dedeagatch
Pherrai
Limén
THASOS
Kato Stayros
SALONICA
Vertria
Aigirion
Katerina
Pirgos
SAMOTHRACE
Kastro
IMBROS
Dafni
LEMNOS
Kastro
Kalabaka
Trikkala
Larissa
Karditsa
Domeni
VOLO
Meleai
NORTHERN SPORADES
MYTILENE
Mytilene
SKYROS
Skyros
Lamia
Loutra Aidepsos
EUBOEA
Kumi
PSARA
Psara
CHIOS
Chios
CORFU
Egoumenitsa
Parga
Preveza
Amphilokhia
CEPHALLONIA
Argostoli
ZANTE
Zante
Lixouri
Kabasita
Katakolon
Pirgos
Olympia
Agrinion
Aitolikon
Messolonghion
Talantion
Kato Akhaia
Patras
Ilion
Levadia
Thebes
Chalcis
Aulon
Kalokhastron
Corinth
Megara
ATHENS
PIRAEUS
Karystos
Gavrion
ANDROS
TINOS
MYKONOS
Hermopolis
SYROS
NICARIA
H. Kyrikos
SAMOS
Vathy
SERIPHOS
Seriphos
SIPHNOS
PHOLEGANDROS
POROS
Poros
NAXOS
Naxos
AMORGOS
IOS
Ios
Sikinos
ANAPHI
Pirgos
Argos
Nauplia
Tripolis
Megapolis
Zevgolatio
Kyparissia
Valtos
Messini
KALAMATA
Navarino
Pylos
Methoni
CRETE
CANEA
Rethymno
HERAKLION
Agh. Nikolaos
Sitia

MAP NO. 498 MAY 9, 1942

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to destruction. The long dry season forces most communities to rely upon reservoirs and conduits; these are rarely modern, and are subject to damage and pollution. Some areas may be without supplies for any large forces in the dry season. Where water must be pumped, as in much of the south and on many islands, pumps had quit for lack of fuel by November, 1941. Danger of typhoid exists everywhere.

c. Refrigeration.-- Ice was manufactured by the Fix Brewery in Athens, and by a small plant in Salonica. 139/ There were less than 2,000 electric refrigerators for home use, and 200 commercial, located in Athens and Salonica. 140/

d. Gas plants.-- Athens had a gas plant; it quit for lack of fuel by December, 1941. 141/ No information available as to other gas plants.

34. Railroads.-- (1) 142/ The Greek Railway System as a whole is of only relative value as a means of rapid transportation. The railroads run through very mountainous country, often with the maximum grade possible, and with many tunnels and viaducts. In places (e.g., the eastern branch of the State Railroads) the line is carried well in from the sea, to avoid the possibility of naval bombardment.

(2) All railroads, with the exception of the electric Athens-Piraeus line, are steam operated. The roadbeds are of gravel fill, very similar to our own. Except on the Athens-Salonica line, the roadbeds are not kept in first-class repair, and are rough. 143/ The gauge on the State Railroads is 1.44 m.; on the other lines 1 m., 75 cm. and

60 cm. 144/ The standard rails for each gauge are used; 145/ on the State Railroads they have been found to be too light. 146/ Imported soft coal is used on all steam-operated lines. 147/ All lines except the Athens-Piraeus electric railway are single track, with one or more sidings at every station. 148/ There were water tanks at most stations and turntables at junctions; supplementary engines were kept in reserve at stations below long or steep grades. 149/ Except for the State and Athens-Piraeus Railways, whose rolling stock was maintained in comparatively good condition, the material used by other companies was old and primitive. 150/ Most of it has been removed by the Germans. 151/

(3) 152/ The railway net of the Greek State Railroads (total length 1,581 km.) is based on Salonica, which is the gate to the frontiers and which also controls the rail route through the peninsula terminating in Athens and the Piraeus. There are four main lines centered on Salonica:

1. Northern to Gevgheli on the Yugoslavian border and Belgrade.
2. Western to Florina, Monastir in Yugoslavia, and so to the main line Salonica-Belgrade at Veles.
3. Eastern to Alexandroupolis (Dedeagatch, Borisgrad), and thence to the main line Sofia-Istanbul at Pythion. The Sofia-Istanbul line runs in Greek Territory from Pythion to the Greek-Bulgarian frontier.
4. Southern, to Larissa and Athens.

There are seven private railways:

1. Piraeus-Athens-Peloponnesus. Belt line from Athens via Corinth, which serves the Peloponnesus.
2. Pyrgos-Katakolo - spur line of the above.
3. Thessalian Railways - Volo-Velestino-Larissa
   Volo-Velestino-Trikkala
4. Northwest - Kryoneri-Missolonghi-Agrinion.
5. Attica-Athens-Lavrion; no longer operating.

6. Athens-Piraeus - electric, double track; light commuting trains.

7. Eastern Macedonia-Alexandroupolis-Python-Bulgarian border (mentioned above), connecting with State railroads.

(4) 153/ At present (June 13, 1942) according to information at hand, the Arda and Maritza River bridges on the main line Sofia-Istanbul have been repaired and the line is in operation. From Athens there is one train a day to the north and Salonica, on the State Railroad; and one train a day from Athens to the Peloponnesus on the Piraeus-Athens-Peloponnesus line.

35. Roads.

(1)154/ Road construction has not been equal to the needs of the fast increasing motor transport activity. The construction of modern highways capable of sustaining heavy truck traffic has been too great an expense for Greece ever to consider. At the beginning of the war not a single through trunk highway in first-class condition existed in Greece, and all roads were more or less subject to weather conditions

(2) There are five main sections of the Greek road net: 155/

(a) In the Peloponnesus, hard-surfaced roads circle the western part. Tripolis is the most important junction.

(b) Athens is the center of a local network. The best roads are in and near Athens.

(c) From Thebes, in Central Greece, run the main road west along the north shore of the Gulf of Corinth, and the main road north, via Lamia, Larissa, and Kozane, where it branches for Monastir (Yugoslavia) and for Salonica.

(d) From Larissa west to Albania, via Janina.

(e) From Salonica east to Dedeagatch.

(3) For the north and south road from Athens to Salonica, see Appendix.

(4) Mileages and surfaces. (a) 156/ In 1938 the total mileage of roads was 8,060. The surfaces were:

Improved earth, sand-clay, gravel, etc.	7,197 miles
Macadam surface treated and penetration	693 miles
Bituminous concrete and asphalt	170 miles

(b) In 1939 the total mileage was 8,440. 157/ The public works program for 1939 included about 2,000 miles of military roads mostly in the north, 158/ but only about 200 miles of this were completed by the Greeks. Bridges in remote districts are small and are frequently washed out. 159/

(5) Building activities and equipment. 160/ Asphalt is about the only road material which Greece imports, most of which comes from Egypt. No cement is imported. Modern equipment is scarce. Imports in recent years have been negligible, and consist mostly of steam rollers and tar sprinklers. Hand labor has been preferred for the employment it furnishes.

(6) Cars and drivers. In October 1940, there were about 15,000 motor vehicles in Greece, 80 per cent of which were United States made. 161/ In the summer of 1941 all workable private vehicles (passenger cars, trucks, busses) were confiscated. 162/ About January 1, 1942, the last American official to visit Greece reports, "No motor traffic exists as there is absolutely no gasoline." 163/ Drivers are very scarce. There are few professional drivers, due to the activities of the Chauffeur's Union. 164/ The number of non-owner drivers has been limited by the high license fees. The shortage of drivers was a severe problem to the Greek Army in the Italian Campaign. 165/

(7) Busses. Almost every place in Greece that could

be reached at all by road, no matter how poor, had (before the war) a bus service as a means of communication. 166/ There were 2,500 busses, 2,300 of which were American. 167/ All have been confiscated. 168/

(8) Servicing 169/ Filling stations or shops for major repairs were relatively scarce outside the larger cities. Probably none are now available.

36. Shipping

(1)Shipping and navigation have always been an essential part of Greek life, because of two factors: (a) the physical geography has made small coast-wise vessels the principal means of communication, and (b) Greece has always been dependent on imports for a large amount of her food and most of her raw materials. The only important ports for imports and exports are the Piraeus, Salonica, and Patras, where trans-shipment is made to the small craft which ply along the coast and among the islands. 170/ Coastwise and inter-island shipping are important in the present picture. In 1938 there were 716 sailboats of over 30 tons, and other small boats as follows: 171/

Fishing Boats

(Maximum Numbers in 1938)

Number:	8,193	Tonnage:	4,647.29
Fishermen:	6,768	Sailors:	1,881

Sponge Fishers

(Summer, 1938)

Sailing Boats:	9	Tonnage:	324.42
Auxiliary Boats:	16	Tonnage:	497.40
Captains: 75	Divers:	269	Sailors: 331

These numbers have been reduced by escapes and by the sinking of many caiques in the operations of 1941. Complete lack of

fuel and Axis prohibition of the use of small boats have isolated many communities. 172/ In their own waters Greeks are masters of small boat navigation and should be employed for such transport. 173/

(2) The Greek Ministry of Shipping is in New York, (1942). The Greek merchant marine, which had 1,800,000 gross tonnage in 1938, 174/ is today serving the United Nations but has not served Greece since the occupation. About 600,000 tons have been lost. 175/ Most Greek vessels in 1938 were over ten years old 176/ Nearly all are in bad condition. Over 90 per cent were under 6,000 tons. 177/

(3) Harbors and harbor facilities have been subjected to change since published reports of 1938-1940 were made. Bombing, demolition work, and sinkings occurred on a large scale, especially at Salonica and the Piraeus. On the other hand, Axis repair work and new operations have gone on. Local intelligence and reconnaissance alone can bring the picture up to date. The size and depth of principal harbors is: 178/

Harbor	Area	Depth
Argostoli (Cephalonia)	3410 sq.m.	18 - 14.5 m.
Kalamata	240 "	7.8 - 4.4 m.
Kerkyra (Corfu)	2420 "	25.6 - 24 m.
Mytilene	540 "	9.2 - 5 m.
Patras	430 "	9 - 7 m.
Piraeus	1200 sq. m.	20 - 7 m.
Preveza	400 "	9 - 5 m.
Salonica	180 "	11 - 5.5 m.
Vathy (Samos)	6870 "	31 - 22 m.
Volo	1700 "	9 - 2 m.

The chief harbors and their facilities before the invasion were: 179/

AGHIA MARINA - (Island of Aegina) Small port for exporting grapes and figs.

AGHIA MARINA - (Gulf of Zeitun or Lamia) One pier 120 meters long, and a branch line of the Greek State Railway. Depth at the head of the pier six and a half meters. Steamers of medium displacement can lay alongside. Second small pier with a depth of 2 meters at its head, for small craft. Big rowboats and small lighters can be secured from Stylida if required.

AGHIA PELAGIA - (Cerigo Island) Breakwater 100 meters long. Large rowboats.

AGHIOS GEORGHIOS - (Piraeus) Two miles west of the mouth of Piraeus harbor. Two piers protected by breakwaters. Place of unloading coal, petroleum and wheat at private installations.

AGHIOS NIKOLAOS - (Zea Island) Very good natural harbor on the Zea channel. Coaling station. Lloyd's semaphore. Lighters.

AGHIOS PROKOPIS - (Island of Naxos) Very good anchorage. Some large rowboats.

ALEXANDROUPOLIS former DEDEAGATCH - (Western Thrace) Railway station. Anchorage 1 to 1½ miles off shore. Lighters, sail and motor boats which can be used only in fair weather.

ALIVERION - (South Euboea) Loading place for lignite. Breakwater. Lighters.

ANDROS or KASTRO - (Andros Island) Breakwater. Lighters.

ARGHOSTOLION - (Cephalonia Island) Splendid harbor. Piers. Lighters of 18 tons.

AVLEMON - (Cerigo Island) Good anchorage. Small rowboats.

DHRYOPIS or MERIKHA - (Thermia Island) Loading of minerals. Some large rowboats.

EION - (at the mouth of the Struma river) Docking facilities for caiques and small steamers in process of construction at the new railhead running north to Serres. (This information is from a private source.)

ELEFTHERE - (Western Thrace) Port of refuge from Kavalla. Small wooden pier. Lighters obtained from Kavalla.

ELEFSIS - (Gulf of Athens) Industrial port used to handle the cement, fertilizers, and munitions manufactured close by. Piers where steamers can lay alongside. Lighters. Near Greek Navy Yard.

ERMUPOLIS - (Syra Island) 1 patent slip 310 feet long for steamers of 2,500 tons. 1 patent slip 180 feet long for ships of 600 tons. Large cargo boats can moor stern on. Also unloading into lighters. Breakwater 360 meters long.

EVANGHELISTRIA - (Tinos Island) Large rowboats.

GHAVRION - (Andros Island) Very good anchorage. Large rowboats.

GHERAKINI - (Gulf of Kassandra) Wooden pier 45 meters long. Loading place for large quantities of magnesite. Six large lighters.

GHEORGHIUPOLIS - (Candia Island) Exportation of carobs, citrus fruit and charcoal.

GHIERA - (Mytilene Island) Very large and very safe natural port with a narrow and long entrance. Lighters of medium size.

GHUMENITZA - (Epirus) Very good natural port. Large rowboats.

GHITHION - (Lakonikos Gulf) Loading and unloading on lighters.

IRAKLION - (North coast of Candia) Two breakwaters. Small steamers anchor in the Venetian harbor. Steamers of medium size can lay alongside a pier. Steamers of

large tonnage can moor stern on to the outer breakwater of 950 meters. Unload into lighters.

ITEA - (Gulf of Corinth) Small lighters. Exportation of olive oil.

KAVALLA - (Western Thrace) The most important port for tobacco export. Steamers may lay alongside the new breakwater having a depth of 10 meters. Lighters.

KALAMI - (Messinian Gulf) Two breakwaters dividing the port into two parts, the east and the west. The east is not yet finished. On the west steamers can lay alongside the pier and load or unload. Depth 9 meters. Grain elevator with suction pipes.

KALLONI - (Mytilene Island) Very large and safe natural harbor of the Island of Lesvos. Some small lighters.

KARISTOS - (Euboea Island) Only for craft of less than 10 feet draught. Big rowboats.

KARLOVASSI - (Samos Island) Two breakwaters. Exportation of wines and tobacco. Small lighters.

KATACOLON - (West coast of Morea) Two breakwaters. Outer basin has 9 meters of water. Small sailing vessels may lay alongside. Lighters. One ton crane. Exportation of currants.

KHALARA - (Seriphos Island) Exportation of iron ore. Pier, mooring buoys. Daily loading capacity 1,200 tons.

KHELI - (Argolis Peninsula) Very safe port for small craft.

KHANIA - (Island of Candia) Breakwater with two inner piers forming basins. Small steamers can go inside but larger steamers must anchor 20 fathoms from breakwater.

KHIOS - (Island of Khios) Draught in the middle of the port 30 feet, (30 meters, according to H. O. 154 p. 395) near the quay 6 feet. Loading and unloading by lighters.

KERKIRA or CORFU - (Island of Corfu) Steamers of 10 feet draught can lay alongside the quay. Bigger steamers

use lighters. Stationary crane of 4 tons in the custom-house.

KIMI - (Island of Euboea) Two breakwaters and quay with 11 feet of water. Anchorage of large steamers 4 cables away from breakwater. Lighters. Exportation of lignite.

KORONI - (Messinian Gulf) Large rowboats. Exportation of currants and figs.

LARIMNA - (Euboea Channel) Important mining installations. Pier with mechanical equipment for loading iron ore. Two mooring buoys for maneuvering. Also lighters.

LAVRION - (Southeast end of Attica) Two piers with mechanical equipment for loading iron and other ores. No facilities for large steamers.

LIMNI - (Island of Euboea) Very deep harbors without good anchorage. Two mooring buoys in 46 fathoms of water. Port for exportation of magnesite.

LIXURION - (Cephalonia Island) For small sailing vessels of 15 tons.

MEGHA LIVADHI - (Seriphos Island) Port for shipping iron ore. Modern facilities for loading with a capacity of 1,200 tons daily. Mooring buoys.

MESSOLONGHION - (Gulf of Patras) Very shallow waters. Lighters or large rowboats.

MIKONOS -(Syklades Island) Breakwater. Large rowboats.

MILOS - (Milos Island) Some large rowboats.

MITILINI - (Mytilene Island) Steamers of more than 700 tons must anchor in the roadstead where they can unload on lighters. Smaller craft can anchor in the inner bay.

MUDROS - (Lemnos Island) A very large and safe natural harbor. Lighters of 2½ tons.

NAFPLION - (Gulf of Nauplia) 4 meters depth. Lighters.

NAXOS - (Naxos Island) Breakwater. Exportation of citrus fruit.

PAROS - (Paros Island) A large and safe anchorage. Exportation of wines, fruits and marbles.

PATRAS - (Patras Gulf) A long outside breakwater with two inside piers forming three basins. Freighters moor stern on at the jetty and the piers where they unload on lighters. Important port for export and import. 100 Lighters, 3 tug boats, 1 crane 30 tons, and another 23 tons.

PIRAEUS - (Outer port, Central port and Interior port.) Freighters discharge on the piers or quay. Passenger boats land their passengers in piers in the Central port. Free zone. Silos. Ship-building yards. Tugboats. Lighters. Salvage steamers. Powerful steam or electric cranes, rolling and stationary.

PYLOS or NAVARINO - (End of Morea) Large natural harbor. Large rowboats.

SUDHA - (Island of Candia) Very large and very safe natural harbor. Large rowboats, or small lighters. A good port of refuge.

THESSALONIKI or SALONIKA - (Macedonia) Breakwater, piers. Steamers can lay alongside quays 800 meters long. 8 cranes of from 2 to 15 tons. Lighters. Yugoslavian Free Zone.

THIRA - (Island of Santorini) Vessels must use mooring buoys because of great depth. Can be used only in fair weather.

TIGHANI - (Island of Samos) Breakwater 500 meters long with stone bollards, Freighters can moor stern on. Lighters of medium size and large rowboats.

VATHI - (Ithaka Island) Steamers can moor stern on to bollards. Lighters.

VATHI - (Samos Island) Breakwater 370 feet long, three wood piers for freighters but owing to unsafety of the

port it is better to load or unload in lighters.

VOLOS - (Gulf of Volos) A pier 250 meters long with 6½ to 8½ meters draught. A second pier 400 meters long with 40 meters width. Two mooring buoys. Lighters.

VOSTITZA - (Corinthian Gulf) Exportation of currants. A small pier and wharfs . 30 lighters.

ZAKINTHOS or ZANTE - (Zante Island) Long breakwater where steamers of 8 meters draught can moor stern on. Small craft can lay alongside. Lighters 18 to 25 tons. Coaling with lighters.

ZEA - (Zea Island) See AGHIOS NIKOLAOS.

37. Commercial aviation. Commercial airports have all been taken over by the armies of occupation. 180/ See Appendix on Airports.

38. Commerce.

(1) Greece has never been self-supporting. From 1930 to 1940 Germany became the largest supplier and customer, followed by her Balkan neighbors, the U.S.A., Italy, Britain, and France. 181/

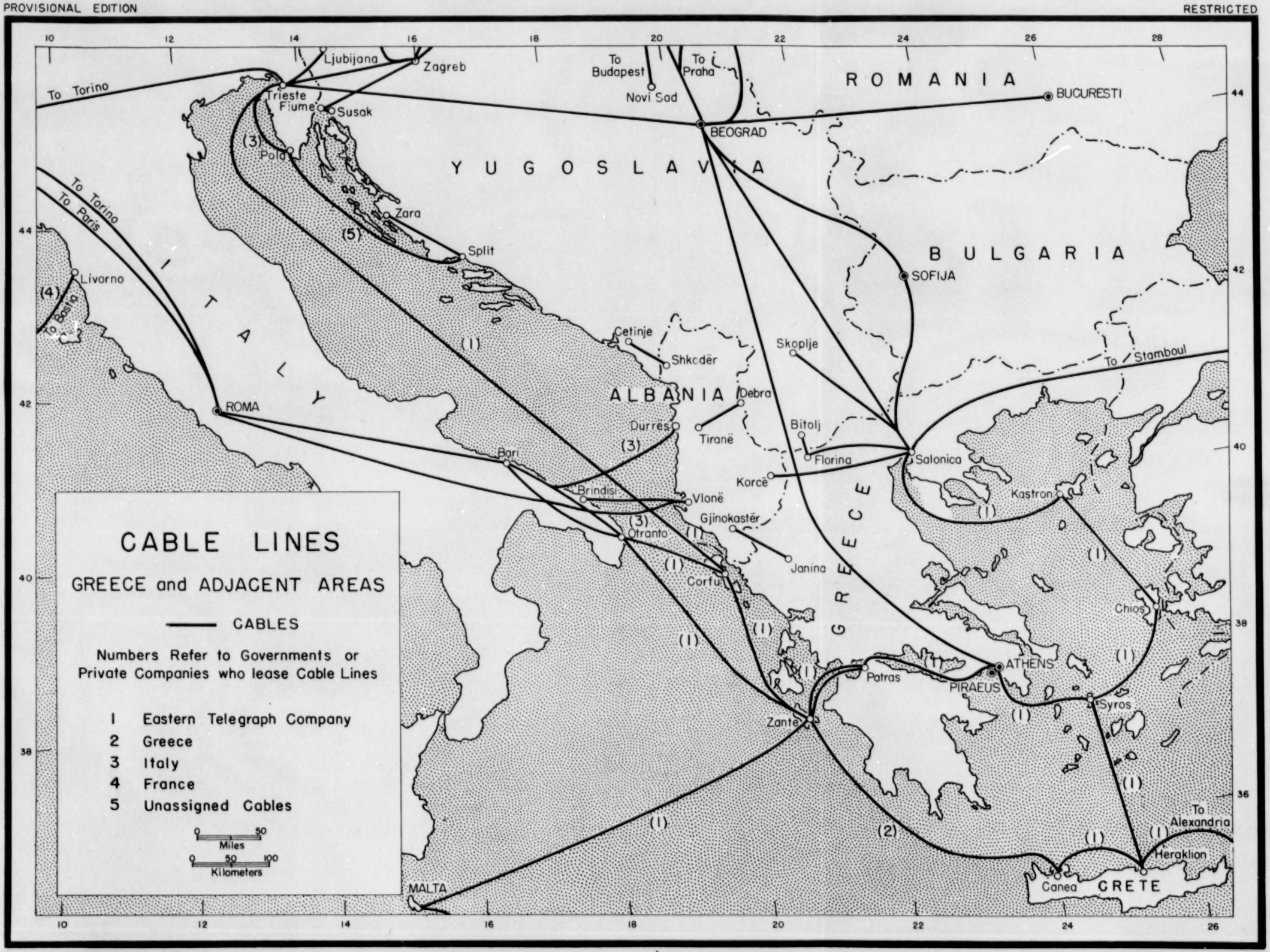
(2) Her chief exports were tobacco (from the area now under Bulgarian occupation), currants, olive oil, raisins, wine, hides, fruits. Other exports were mostly agricultural or mineral products. (See table, Appendix.) 182/

(3) The chief import was wheat. At least 20-30 per cent of wheat consumed had to be imported in normal times. 183/ Greece was also wholly or largely dependent upon imported petroleum products, sugar, corn, rice, coffee, cotton, coal, iron and steel, heavy machinery, vehicles. 184/

(4) Since 1941 there has been no foreign trade; the country has been completely looted. 185/

39. Communications.

(1) 186/ Ministry of Communications. Under the



CABLE LINES

GREECE and ADJACENT AREAS

CABLES

Numbers Refer to Governments or Private Companies who lease Cable Lines

1 Eastern Telegraph Company
2 Greece
3 Italy
4 France
5 Unassigned Cables

0 50 Miles
0 50 100 Kilometers

Ministry of Communications were combined the administrations of the postal service, and of the State-owned telegraph and telephone services. Locally, all three services were combined in one office, so that in rural areas the only telephone in town was to be found in the P.T.T. office.

(2) Telegraph and cable. Domestic telegraph lines were owned and operated by the government. Cables used for internal communication belonged to the State. Cable communication with foreign countries and with the islands was under control of a British company, the Eastern Telegraph Company, Ltd. 187/ The Island of Syros was the headquarters for international cables serving Greece. 188/ All islands of any importance are connected by cable to the mainland of Greece, either directly or via other islands. 189/ In 1937, four coastal radio telegraph stations were in operation on the mainland. 190/ (See under Radio, below). The Morse system was the principal one in use. 191/ The telegraph lines on December 31, 1937, had a length of 14,889 miles, with 36,370 miles of wire. 192/ Submarine cables belonging to the State totalled 807 nautical miles. 193/ Submarine cables belonging to the Eastern Telegraph Company, Ltd., totalled 3,720 miles. 194/ The number of P.T.T. offices was 5,423 at the end of 1938. 195/ This included those equipped for the receipt and dispatch of telegraphic messages over telephone wires to the nearest telegraph station. The number of instruments in use in 1937 was 815 Morse, 31 Hughes, 57 Baudot, and 13 teletypes. 196/

The principal cables are as follows: 197/

Corfu to Otranto (2 British cables)
Corfu to St. Quaranta (Greek cable)
Zante to Otranto (British cable)
Zante to Malta (British cable)
Crete to Rhodes (British cable)
Crete Khahia to Zante (British cable)

Crete Candia to Syra (British cable)
Lemnos to Tenedos (British cable)
Lemnos to Imbros (Greek cable)
Khios to Tenedos (British Cable)
Khios to Chesme (2 Turkish cables)
Syra to Athens (3 British cables)
Syra to Istanbul (British cable)

(3) Telephone system. The development of the telephone service has suffered from poor service, high rates, and consequently few subscribers. Individual subscribers are to be found almost exclusively in the main cities. 198/ The automatic telephone system, and direct telephonic communication with the rest of continental Europe, were inaugurated in 1932 by a German firm, Siemens and Halske. 199/ The service was excellent. By 1938 all urban phones had come under the control of the Company and had been made automatic. 200/ In 1938 there were 762 miles of urban telephone lines with 126,617 miles of wire, and 6,890 miles of inter-urban lines with 20,729 miles of wire. 201/ The State controlled all inter-urban circuits, and had a total of 6,273 telephones, including those in the P.T.T. offices. 202/ The Telephone Company controlled all urban circuits, and had a total of 43,596 telephones. 203/

(4) Postal. Postal service under occupation is very limited, and is under German control. 204/

(F) Radio (a) Receiving sets. Possession of radio sets is not forbidden, but shortage of current severely limits their use. 205/ In 1939 there were estimated to be 50,000 receiving sets in Greece, 75 per cent being American. Nearly 50 per cent were located in the Athens-Piraeus area. Battery sets number a few hundred, and replacement batteries have not been available. Short-wave sets are also scarce, due to import quotas which encouraged importation of very cheap radios. 206/

(b) Receiving conditions. 207/ Radio receiving conditions are fairly good in central and southern Greece

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Zante to Otranto (British cable)
Zante to Malta (British cable)
Crete to Rhodes (British cable)
Crete Khahia to Zante (British cable)

and on the Greek islands. Conditions are less favorable in the northern provinces, including the city of Salonica. All the European short-wave stations are received satisfactorily in Greece. Seasonal variation in reception in Athens is said to be as follows:

April through July	Best results
August through October	Medium
November through January ...	Poor
February through March	Medium

(c) Broadcasting. 208/ 1. Greece (Call Sign - SVA-SZZ) had before the war but one important broadcasting station, owned by the Government and operated by the Radio Broadcasting Service, 38 Voulis Street, Athens. This station was opened in June, 1938, and operated on 601 kc. (499 meters) and 11,000 to 12,000 watts, with a 15,000 watt transmitter. If and when the Montreux Conference is made effective the station will operate on 645 kilocycles. Two additional broadcasting stations of local classification were operated at Athens and Salonika on 8100 and 1500 kc. respectively. The Athens station has 50 watts power. The improvised character of these transmitters, maintained by local organizations, limited the quality of their service. It is uncertain, but these two stations may possibly be included among the four "Broadcast Stations" listed below. Three or four amateur transmitters existed before the war.

BROADCAST STATIONS

Name of Station	KW	Frequencies	Type Emission	Call Sign
Athinai	70.0*	601	A3	?
Thessaloniki	0.8	804	A3	?
?	---	9825	A3	SVJ
?	---	9935	A3	SVM

*15.0 before German occupation

2. The German firm of Telefunken has been granted

the sole concession for establishing and operating broadcasting stations in Greece. The firm has transferred its concession to the "Greek Broadcasting Company" which was established on September 17, 1941, with a capital of 600,000 reichsmarks ($200,000). The Greek Broadcasting Company on October 26, 1941, absorbed the Broadcasting Station Athens, and increased the latter's sending power from 15 to 70 kw. In Salonica likewise a new broadcasting station will shortly be erected. 209/

3. See Appendix on Radio Stations.

40. Finance.

(1) Before 1912 the drachma was equal to the old French franc, worth 19 cents in dollar value. After great instability, a revalued drachma was quoted at about 120 to the dollar. This was the rate in 1939. 210/

(2) 211/ Since 1941 the Germans have flooded the country with worthless occupation marks; the Italians with worthless Mediterranean lire; the puppet government with worthless Greek bank drachmae. Prices in these moneys have gone up 1000 per cent and are going up every day. The costs of the armies of occupation are all being borne by the Bank of Greece.

(3) 212/ An occupying force will find a country with no currency at all, since these moneys will be made waste paper by the fact of occupation. Notes and coins of the Greek Government-in-exile may be available in time for occupation, but that cannot be taken for granted. American paper money and coins are well known to all Greeks and have great value. They will serve all purposes until and after a new currency has been provided, except that they may be hoarded, necessitating a continuous supply. The rate of exchange to the new drachma will have to be worked out after an occupation.

Appendix A

Numbers at left are those of corresponding paragraphs in text.

16. Population of principal towns (1928 census)

16. Area, administrative divisions, and population by regions and departments (1938)

17, 18, 24. Actual population of areas by religion and language (1928)

17, 18, 24. Percentages of population of areas by religion and language (1928)

20, 21. Wages paid in Greek industries (1936)

31(b), 32(3) Mineral production (1936, 1937, 1938)

31(b) Grains produced and imported (1937)

31(b),32(2) Livestock (1938)

32. Industrial production and imports (1937)

33. Principal light and power plants (1940)

34. Railroads: equipment and personnel (1941)
Railway operations (1939-1940)

35. Notes on highways

35. Table of road distances, Bulgar frontier to Athen

38. Imports of principal commodities for consumption (1939, 1940)

38. General exports of principal commodities (1939, 1940)

38. Trade with the United States by principal commodities (1939, 1940)

(A) Exports to United States
(B) Imports for consumption from United States

38. Trade with principal countries (1939, 1940)

39. Radio in Greece

Broadcast stations (1941)
Aircraft radio stations (1941)
Fixed aeronautical stations (1941)
Coast radio stations (1941)
Fixed stations, (coast) (1941)

Appendix to Paragraph 16

POPULATION OF PRINCIPAL TOWNS, 1928 CENSUS 213/

Towns	Population	Towns	Population
Athens	452,919	Amalias	12,365
Piraeus	251,328	Dedeagatch	12,009
Salonica	236,524	Zante	11,609
Patras	61,278	Aigion	11,011
Kavalla	49,980	Florina	10,585
Volo	41,706	Argos	10,504
Xanthi	33,712	Megara	10,441
Heraklion	33,404	Castoria	10,308
Corfu	32,221	Naoussa	10,250
Komotini	30,136	Ekaterini	10,138
Serres	29,640	Corinth	9,944
Drama	29,339	Philiatra	9,293
Kalamata	28,955	Messolonghi	9,270
Mytilene	27,870	Jannitsa	9,128
Canea	26,604	Prevoza	8,659
Kallithea	26,603	Vathy (Samos)	8,639
Larissa	23,899	Rethymno	8,632
Chios	22,122	Argostoli	8,293
Hermopolis (Syros)	21,156	Didimoteicho	8,204
Janina	20,485	Salamis	7,757
Pyrgos	19,336	Maroussi	7,567
Trikkala	18,682	Arta	7,468
Chalcis	17,297	Soufli	7,307
Verria	14,589	Polychnitos	7,256
Agrinion	14,562	Nigrita	7,199
Tripolis	14,397	Kephissia	7,183
Lamia	14,205	Nauplia	7,163
Karditsa	13,883	Tirnavos	7,158
Edessa	13,115	Thebes	7,113
Kozane	12,702	Gargaliania	7,074
Levadia	12,585		

(1634)

Appendix to Paragraph 16

AREA, ADMINISTRATIVE DIVISIONS, AND POPULATION
BY REGIONS AND DEPARTMENTS, 1938 214/

Regions and departments	Area sq. km. Dec.31,1938	Number (Dec. 31, 1938) Provinces	Municipalities	Communes	Localities	Population by 1928 census Absolute	Per sq.km.	Estimated population (Dec. 31, 1938) Absolute	Per sq.km.
CENTRAL GREECE & EUBOEA	25,132.4	22	19	924	1,753	1,601,396	63.72	1,799,169	70.59
Aetolia-Acarnania	7,746.8	6	2	308	573	220,055	28.41	255,862	33.03
Attica-Boetia	6,697.4	7	14	185	459	1,033,221	154.27	1,144,330	170.86
Euboea	4,296.5	4	2	159	340	154,449	35.95	179,523	41.78
Phthiotis-Phocis	6,391.7	5	1	272	381	193,671	30.30	219,454	34.33
PELOPONNESUS	21,643.2	22	13	1,294	2,307	1,044,773	48.27	1,185,046	54.75
Argolis-Corinth	4,628.7	5	5	180	361	165,766	35.81	190,184	41.09
Arcadia	4,327.0	4	1	244	369	166,141	38.40	187,327	43.29
Achaia	2,956.1	3	2	226	414	190,422	64.42	213,291	72.15
Elis	2,146.9	1	2	154	227	130,201	60.65	148,554	69.19
Laconia	3,763.8	4	1	157	404	129,927	34.52	148,499	39.45
Messenia	3,820.7	5	2	333	532	262,316	68.66	297,191	77.78
CYCLADES	2,649.5	7	1	114	437	129,702	48.95	146,987	55.48
Cyclades	2,649.5	7	1	114	437	129,702	48.95	146,987	55.48
IONIAN ISLANDS	1,947.0	7	3	238	558	213,157	109.48	231,510	118.91
Zante	407.9	1	1	46	76	40,492	99.27	44,750	109.71
Corfu	637.7	2	1	97	229	106,251	166.62	114,620	179.74
Cephalonia	901.4	4	1	95	253	66,414	73.68	72,140	80.03
THESSALY	13,487.8	10	4	491	787	493,213	36.57	562,020	41.67
Larissa	7,622.8	7	2	223	407	278,465	36.55	312,272	40.97
Trikkala	5,865.0	3	2	268	380	214,748	36.62	249,748	42.58
MACEDONIA	34,602.5	26	15	1,074	2,095	1,411,769	40.80	1,686,479	48.74
Drama	3,497.3	1	1	64	197	111,572	31.90	139,583	39.91
Salonica	6,309.0	4	5	168	378	472,823	74.95	539,697	85.54
Kavalla	2,169.2	4	1	77	144	118,432	54.60	139,309	64.22
Kilkis	2,507.5	2	1	71	229	73,139	29.17	95,593	38.12

(continued on next page)

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Appendix to Paragraph 16 (cont'd.)

AREA, ADMINISTRATIVE DIVISIONS, AND POPULATION
BY REGIONS AND DEPARTMENTS, 1938 214/

Regions and departments	Area sq. km. Dec. 31, 1938	Number (Dec. 31, 1938) Provinces	Municipalities	Communes	Localities	Population by 1928 census Absolute	Per sq. km.	Estimated population (Dec. 31, 1938) Absolute	Per sq. km.
Kozane	6,214.9	4	1	245	351	165,059	26.56	202,849	32.64
Pella	2,802.5	3	2	86	157	93,908	33.51	117,990	42.10
Serres	4,056.5	4	1	129	255	181,457	44.73	216,569	53.39
Florina	3,502.7	2	2	160	215	125,722	35.89	152,809	43.63
Chalcidice	3,203.5	2	1	74	148	64,799	20.23)	82,080	23.17
Mount Athos	339.4	--	--	---	21	4,858	14.31)		
EPIRUS	9,552.5	10	4	604	811	312,634	32.73	363,041	38.00
Arta	1,741.1	1	1	69	107	52,664	30.25	62,462	35.88
Thesprotia	1,594.1	3	1	129	179	55,357	34.73	64,191	40.27
Janina	5,066.1	4	1	304	379	137,529	27.15	159,020	31.39
Preveza	1,151.2	2	1	102	146	67,084	58.27	77,368	67.21
CRETE	8,378.8	20	4	544	1,489	386,427	46.12	441,687	52.71
Heraklion	2,561.0	7	1	180	416	144,921	56.56	162,978	63.64
Lassithi	1,910.6	4	1	83	262	61,813	32.35	75,914	39.73
Rethymno	1,507.7	4	1	133	286	67,674	44.89	76,141	50.50
Canea	2,399.5	5	1	148	525	112,019	46.68	126,654	52.78
AEGEAN ISLANDS	3,900.6	7	5	208	367	307,734	78.89	337,986	86.65
Mytilene	2,165.9	4	2	101	149	161,557	74.59	177,214	81.82
Samos	833.1	2	1	49	141	70,497	84.62	77,858	93.46
Chios	901.6	1	2	58	77	75,680	83.94	82,914	91.96
THRACE	8,585.5	8	5	126	526	303,879	35.39	354,869	41.34
Hebros	4,233.9	5	3	64	202	124,417	29.39	151,260	35.73
Rhodope	4,351.6	3	2	62	324	179,462	41.24	203,629	46.79
ALL GREECE (Within the territorial limits of 1938.)	129,879.8	139	73	5,617	11,130	6,204,684	47.77	7,108,814	54.73

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Appendix to Paragraphs 17, 18, and 24

ACTUAL POPULATION OF AREAS BY RELIGION AND LANGUAGE (1928) 215/

Total Population	Orthodox Grecophones	Orthodox Turcophones	Moslem Turcophones	Orthodox Macedo-Slavophones	Jewish Spanophones	Orthodox Armenophones	Roman Catholic Grecophones	Orthodox Vlachophones	Moslem Albanophones	Moslem Bulgarophones	Jewish Grecophones	Protestant Grecophones	Orthodox Gypsyphones	Orthodox Russophones	Roman Catholic Italophones	Moslem Grecophones	Others	Regions
1592842	1541926	17752	153	16	320	12880	8292	906	76	--	1403	1594	--	1058	674	168	5624	C.G. & E.
493213	486314	2880	108	69	601	652	323	--	51	3	1671	92	17	61	28	33	310	The.
213157	206164	164	11	2	68	256	3231	7	217	--	1788	100	--	9	643	36	461	I.I.
129702	118090	107	2	--	4	323	10804	2	--	--	5	61	--	9	61	2	232	Cy.
1053327	1046972	932	2	2	7	1287	2669	4	--	--	184	140	25	39	628	11	425	Pel.
1412477	1161191	70032	1399	80668	59073	10743	1569	13465	1041	12	1013	1649	3200	1872	636	131	4783	Mac.
312634	283413	1796	144	2	5	53	71	5227	17008	--	2631	71	4	14	15	2000	180	Ep.
307734	305874	234	84	26	38	949	237	--	--	--	34	26	15	13	15	25	164	A.I.
386427	383198	621	18	--	1	796	430	--	--	--	285	102	2	19	122	157	676	C.
303171	182958	9124	84585	1059	2882	3099	121	68	205	16740	76	32	590	83	56	60	1433	W.T.
6204684	5716100	103642	86506	81844	62999	31038	27747	19679	18598	16755	9090	3867	3813	3177	2878	2623	14288	(All Greece)

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Appendix to Paragraphs 17, 18, and 24

PERCENTAGES OF POPULATION OF AREAS BY RELIGION AND LANGUAGE (1928) 216/

Total Population	Orthodox Grecophones	Orthodox Turcophones	Moslem Turcophones	Orthodox Macedo-Slavophones	Jewish Spanophones	Orthodox Armenophones	Roman Catholic Grecophones	Orthodox Vlachophones	Moslem Albanophones	Moslem Bulgarophones	Jewish Grecophones	Protestant Grecophones	Orthodox Gypsyphones	Orthodox Russophones	Roman Catholic Italophones	Moslem Grecophones	Others	Regions
10000	9680	112	001	---	002	081	052	006	---	---	009	010	---	007	004	001	035	Central Greece & Euboea
10000	9860	058	002	001	012	013	007	---	001	---	034	002	---	001	002	001	006	Thessaly
10000	9672	008	001	---	003	012	051	---	010	---	084	005	---	---	030	002	022	Ionian Islands
10000	9105	008	---	---	---	025	833	---	---	---	---	005	---	001	005	---	018	Cyclades
10000	9940	009	---	---	---	012	025	---	---	---	002	001	---	001	006	---	004	Peloponnesus
10000	8221	496	010	571	418	076	011	095	007	---	007	012	023	013	005	001	034	Macedonia
10000	9065	058	005	---	---	002	002	067	544	---	084	002	---	---	001	064	006	Epirus
10000	9940	008	003	001	001	031	008	---	---	---	001	001	---	---	---	001	005	Aegean Islands
10000	9916	016	001	---	001	021	011	---	---	---	007	002	---	001	003	004	017	Crete
10000	6035	301	2790	035	095	102	004	002	007	552	008	001	019	008	002	002	047	Western Thrace
10000	9213	167	139	132	101	050	045	032	030	027	015	006	006	005	005	004	023	All Greece

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Appendix to Paragraphs 20 and 21

WAGES PAID IN GREEK INDUSTRIES IN 1936 217/

According to the Director of Labor of the Supreme Economic Council, the average wage paid in Greek industries to men is 50 drachmas (about 47¢) per working day, and to women 27 drachmas (about 25¢). The following figures clearly show the low wage scales customary in Greece. The hours per day are 8 in the first three industries noted, 10 in the remainder. The drachma at this time equalled $ 0.0094

INDUSTRY	WAGES IN DRACHMAS Men	Women
Tobacco		
Packers	40 - 65	
Cigarette Makers	50 - 80	
Laborers		15 - 40
Olive Oil		
Laborers	40 - 65	30 - 40
Cement		
Laborers	40 - 65	
Chemical		
Laborers	40 - 55	40 - 55
Artificial Silk		
Spinners	40 - 60	
Laborers		25 - 40
Cotton		
Dyers	60 - 85	
Repairers	40 - 55	
Weavers		35 - 40
Laborers		25 - 40
Wine		
Laborers	50 - 70	25 - 35
Natural Silk		
Stokers	65 - 80	
Grinders	40 - 60	
Repairers		40 - 50
Weavers and spinners	25 - 45	25 - 45
Knit Goods		
Grinders	50 - 55	
Other workers		29 - 55
Dyestuffs		
Workers	40 - 60	
Porters	30 - 55	

Appendix to Paragraphs 31(b)and 32(3)

ANNUAL MINERAL PRODUCTION (IN TONS) 218/

Mineral	1936	1937	1938
Iron	280,271	300,498	348,613
Lead	19,730	20,181	14,889
Zinc	3,422	13,961	10,338
Manganese	1,680	6,952	7,075
Nickel	50,195	39,054	50,306
Copper		4,924	
Iron Pyrites	208,050	206,650	244,000
Rock Sulfur	1,802	656	548
Antimony	336		
Mixed Sulfur	20,565	33,786	30,780
Chrome	47,347	52,620	42,464
Magnesite (crude)	116,106	161,676	168,243
Talc	864	1,838	1,293
Bauxite	129,898	137,412	179,886
Amianthus	1	2	85
Lignite	105,621	131,083	108,010

Appendix to Paragraph 31(b)

GRAIN PRODUCTION AND IMPORTS, 1937, (IN TONS) 219/

Grains produced in 1937		
Wheat	881,051	tons
Barley	225,113	"
Rye	44,724	"
Corn	269,158	"
Oats	141,582	"
Wheat imported in 1937	525,000	"
Total Used	1,231,379	"
Reserved for seed	128,550	"

Appendix to Paragraphs 31(b) and 32(2)

LIVESTOCK, 1938 220/

In 1938 the estimated numbers of livestock in Greece were:

Horses	363,083
Mules	183,619
Asses	404,379
Cattle	967,322
Sheep	8,138,772
Goats	4,356,120
Pigs	429,748

Appendix to Paragraph 32

INDUSTRIAL PRODUCTION AND IMPORTS, 1937[221/]

Factory Products	Production 1937	Imports 1937
Construction Industry		
Cement	290,000 tons	1,436 tons
Bricks	145 million	3,402 tons
Tiles	26.5 million	
Metal Industry		
Farm tools	250,000 items	
Articles, copper, brass	1,400 tons	141 tons
Iron pipes	1,893 tons	
Lead pipes	580 tons	
Wire products	4,000 tons	141 tons
Furnace equipment	950 tons	
Stoves	13,000	
Aluminum utensils	155 tons	
Enamel utensils	340 tons	
Thread and Garment		
Cotton thread	15,750 tons	133 tons
Cotton materials	27 million metres	3,635 tons
Linen thread for carpets	220 tons	1,541 tons
Linen thread carded	900 tons	
Linen materials	7½ million metres	750 tons
Silk materials	2 3/4 million metres	
Silk in skeins	250 tons	
Ropes and cord	2,400 tons	682 tons
Food Products, etc.		
Grain products	1,197,000 tons	
Alcoholic liquors	8,683 tons	
Denatured alcohol	8,650 tons	
Ice	210,000 tons	
Beer	9,754 tons	
Sugar products	10,000 tons	
Biscuits	900 tons	
Chemical Products		
Soap	25,000 tons	45 tons
Toilet soap	600 tons	
Chemical fertilizer	75,310 tons	11,260 tons
Resin	16,000 tons	
Essence of turpentine	4,610 tons	
Explosives (powder and dynamite)	1,379 tons	182 tons
Leather		
For shoes	5,800 tons	
Fine leather	2,250 tons	96 tons
Gloves	150,000 pairs	
Paper Products	22,680 tons	9,698 tons
Tobacco		
Cigarettes	5,203 tons	

Appendix to Paragraph 33

PRINCIPAL LIGHT AND POWER PLANTS IN GREECE[222/]
(January 1, 1940)

Location	Population (1928 census)	Owner of plant	Plant capacity (hp.)	Secondary distribution Type	Voltage	Cycle	Phase	Class of plant
Acharnae (Menidi)	6,617	Supplied from Athens	--	AC	220/380	50	3	Bulk
Aedipsos	1,365	Hellenic Elec. Co.	290	DC	2 x 110	--	-	Diesel
Aegina	6,530	J. Bousoulas & Co.	119	DC	220	--	-	"
Aegion	11,253	Aegion Electrical Industry, S.A.	800	AC	127/220	50	3	"
Aetolikon	3,760	P. Zissimopoulos	25	DC	220	--	-	"
Aghia Paraskevi Lesvou	4,549	Agia Paraskevi Commercial & Indus.Co.	104	AC	127/220	50	3	"
Aghiassos	5,679	V. Adamanelli	145	AC	127/220	50	3	"
Agrinion	16,735	John Papastratos	570	AC	127/220	50	3	"
Alexandroupolis (Dedeagatch)	14,019	Municipality	700	DC	220	--	-	"
Alistrati	3,286	N. Valvatsikas	93	DC	220	--	-	"
Almyros	7,680	A. Vlatskis & Co.	125	DC	220	--	-	"
Amalias	12,777	Elec. Enterprises of Amalias	205	AC	127/220	--	-	"
Amphiklia (Dadi)	3,800	Amphiklia Elec.&Cotton Ginning Co.	195	DC	220	--	-	"
Amphissa	5,294	Amphissa Elec. Co.	212	DC	220	--	-	"
Arachova	3,272	Z. Tsoras	63	DC	220	--	-	"
Archanae	3,160	G. Epitropakis & Co.	152	DC	2 x 110	--	-	"
Argos	12,619	Hellenic Elec. Co.	160	DC	2 x 110	--	-	"
Argos Orestikon (Chropista)	3,600	A. Papazissis	35	DC	220	--	-	"
Argostolion	9,030	Hellenic Elec. Co.	425	DC	2 x 110	--	-	"
Arta	8,045	T. Ghinakas	335	DC	220	--	-	"
Assos	1,160	Pamvochaikos Elec.	225	AC	127/220	50	3	"
Atalanti	3,318	E. Sakellariou	97	DC	220	--	-	"
Athens	459,211	Athens-Piraeus Elec. Co.	77,000	AC	220/380	50	3	Steam turbine
Bolati	367	Supplied from Assos	--	AC	127/220	50	3	Bulk
*Calamata	28,961	Hellenic Elec. Co.	1,665	(DC	2 x 110	--	-	Diesel
				(AC	220/380	50	3	"
*Calavryta	1,790	Calavryta Elec.	65	AC	127/220	50	3	"
Candia (Heraclion)	39,231	Candia Elec. Installations	1,983	AC	127/220	50	3	"

(continued on next page)

*Also spelled with "K"

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(1634)

Location	Population (1928 census)	Owner of plant	Plant capacity (hp.)	Secondary distribution Type	Voltage	Cycle	Phase	Class of plant
Canea	32,239	Municipality	2,340	AC	127/220	50	3	Hydro & Diesel
*Cardamyla	5,444	Mascha Brothers	52	AC	127/220	50	3	Diesel
*Carditsa	13,883	N. Stamatopoulo Sons	360	DC	220	--	-	"
*Castoria	11,303	Municipality	250	AC	127/220	50	3	"
*Castron Lemnou	3,727	Dountos & Skagias	145	DC	220	--	-	"
*Caterini	14,557	Hellenic Elec. Co.	292	AC	220/380	50	3	"
*Cavalla	50,852	Municipality	1,100	AC	127/220	50	3	"
Chalkis	18,577	Hellenic Elec. Co.	550	DC	2 x 110	--	-	"
Chios	26,167	Chios Elec. Co.	914	AC	127/220	50	3	"
*Comotini	31,551	Municipality	615	DC	220	--	-	"
Corfu (Kerkyra)	34,193	Corfu Elec. Installations Co.	1,650	AC	127/220	50	3	"
Corinth	9,944	Corinth Elec. Co.	423	AC	127/220	50	3	"
Coropi	6,605	Coropi Cooperative Asso.(from Athens)	--	AC	127/220	50	3	Bulk
*Cozani	12,702	Bliouras & Dolalis	444	AC	127/220	50	3	Diesel
Delphi	1,085	D. Servis	40	AC	127/220	50	3	"
Demitsana	2,100	Demitsana Public Utility Fund	52	AC	127/220	50	3	"
Didimotichon	8,690	I. Mandalides	112	DC	220	--	-	"
Doxaton	4,295	A. Papoutsis	45	DC	220	--	-	"
Drama	32,186	Georgiades-Mezian-Abadjis	753	DC	220	--	-	"
Edessa (Vodena)	13,743	Municipality	204	DC	220	--	-	Hydro
Elefftheroupolis	4,612	Apostolides & Sinapides	75	AC	127/220	50	3	Diesel
Eleusis (Elefsis)	6,416	Supplied by Athens	--	AC	220/380	50	3	Bulk
Ermoupolis (Syra)	21,416	N. A. Valmas & Son	850	DC	2 x 110	--	-	Diesel
Erythrae (Krickouki)	3,194	Erythrae Agricultural Coop. Assoc.	65	AC	127/220	50	3	"
Filiatra	10,036	P. Terzakis	135	DC	220	--	-	"
Florina	10,585	Koemtopoulo Bros.	350	AC	127/220	50	3	"
Galaxidi	3,020	C. Makris	50	DC	220	--	-	"
Gargaliani	7,074	Th. Zannis & Co.	147	DC	220	--	-	"
Gastouni	4,183	Christodoulopoulos & Co.	35	DC	220	--	-	"
Grevena	3,747	Tsolakis & Kypritzis	148	AC	127/220	50	3	"
Gythion	8,560	Panolectriki Company, Inc.	425	DC	220	--	-	"
Hydra	3,547	Pinotsis & Stroumboulis	112	DC	220	--	-	"
Istiea (Xyrochori)	3,993	N. Calamatas	130	DC	220	--	-	"

*Also spelled with "K"

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Location	Population (1928 census)	Owner of plant	Plant capacity (hp.)	Secondary distribution Type	Voltage	Cycle	Phase	Class of plant
Ithaka	3,265	Municipality	170	DC	2 x 110	--	-	Diesel
Jannina (Ioannina)	21,503	Hellenic Elec. Co.	850	AC	127/220	50	3	"
**Kalloni Lesvou	3,365	L. Prasakakis	30	DC	220	--	-	"
**Karpenission	2,576	K. Sainis	72	DC	220	--	-	"
**Karystos	1,866	Municipality	220	AC	127/220	50	3	"
Keratea	3,993	Keratea Elec. Co.(from Athens)	---	AC	127/220	50	3	Bulk
Kiaton (Sikyon)	3,413	Manailglou, Salatas & Co.	312	AC	127/220	50	3	Diesel
Kilkis	7,957	Kilkis Elec. Co.	175	AC	220/380	50	3	"
Kymi	3,796	Theophilos & Co.	106	DC	220	--	-	"
Lamia	15,357	Lamia Elec. Co.	940	DC	220	--	-	Diesel & Steam
Langada	5,677	Caryophilli Bros.	110	DC	220	--	-	Diesel
Larissa	25,861	Larissa Water & Elec. Co.	1,440	AC	127/220	50	3	"
Laurium	7,921	Supplied-Athens	---	AC	20/380	50	3	Bulk
Lemnos	3,727	See Castron						
Leonidion	2,906	A. Costakis	50	DC	220	--	-	Diesel
Lefcas (Leucas)	5,745	Lefcas Elec. Co.	165	DC	220	--	-	"
Levadia	13,414	Levadia Elec. Co.	595	DC	220	--	-	"
Lixourion	4,843	Municipality	155	DC	220	--	-	"
Loutraki	2,112	Hellenic Elec. Co.	450	DC	2 x 110	--	-	"
Marcopoulo	3,635	Marcopoulo Coop. Assoc.	350	AC	220/380	50	3	"
Megara	11,844	Mavroukakis Bros.	265	DC	220	--	-	"
Messini	6,725	A. Bizimis & C. Petropoulos	225	DC	220	--	-	"
Messolonghi	9,635	Messolonghi Elec. Co.	356	AC	127/220	50	3	"
Methana	490	A. Zacharatos	110	DC	220	--	-	"
Mitylene	31,661	Mitylene Elec. Co.	1,380	AC	127/220	50	3	"
Mytilini (in Samos)	5,519	K. Velissarios	50	AC	127/220	50	3	"
Nafpactos	3,100	Nafpactos Indust. & Commercial Co.	175	DC	220	--	-	"
Naoussa	10,438	Elec. Co. of Naoussa	412	AC	127/220	50	3	Hydro
Nauplia (Nafplion)	7,163	Hellenic Elec. Co.	1,860	AC	127/220	50	3	Diesel
Nea Peramos (Megalo Pefco)	734	Nea Peramos Elec	50	DC	220	--	-	"
Nemea	3,486	Papanos & Sideris	65	DC	220	--	-	"
Nigrita	8,819	C. Exintaris & Co.	105	DC	220	--	-	"
Olympia (ancient)	427	S.P.A.P.	58	DC	220	--	-	"
Orestias	8,656	Ch. Tzonides	140	DC	220	--	-	"

**Also spelled with "C"

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(1634)

Location	Population (1928 census)	Owner of plant	Plant capacity (hp.)	Secondary distribution: Type	Voltage	Cycle	Phase	Class of plant
Patras	64,636	Glaucus Hydroelectric Co.	8,770	AC	127/220	50	3	Hydro & Diesel
Perighiali	607	From Assos	--	AC	127/220	50	3	Bulk
Pharsala (Farsala)	3,220	J. Pallas	108	DC	220	--	-	Diesel
Piraeus	251,659	From Athens	--	AC	220/380	50	3	Bulk
Plomari	7,176	Plomari Olive Oil Credit Assoc.	156	DC	220	--	-	Diesel
Polychnitos	7,260	Catrakazas & Kontomiris	96	DC	220	--	-	"
Poros	6,449	Poros Elec. Co. Inc.	210	AC	127/220	50	3	"
Preveza	10,112	Preveza Elec. Co.	560	DC	220	--	-	"
Prossotsani	6,035	L. Voultsiades Co.	94	DC	220	--	-	"
Pyrgos	20,496	Hellenic Elec. Co.	610	AC	127/220	50	3	"
Rethymnon	10,558	Rethymnon Elec. Co.	345	DC	220	--	-	"
Salamis	12.564	Salamis Elec. Lighting Co.	160	AC	220/380			"
Salonika	244,680	Societe des Tramways et d'Eclairage Elec. de Sal.	7,300 500	DC AC	2 x 220 127/220	-- 50	- 3	" "
Serres	29,640	C. Nasoutzik, Inc.	900	AC	127/220	50	3	Hydro & Diesel
Servia	3,250	Goutsika Bros.	50	DC	220	--	-	Diesel
Siatista	5,328	I. Tsivelis	60	AC	127/220	50	3	"
Skiathos	3,213	Skiathos Elec. Co.	50	DC	220	--	-	"
Skopelos	4,075	P. Valsamakis	50	DC	220	--	-	"
Sockos	3,278	A. Avramides	75	DC	220	--	-	Diesel & Gas
Soufli	7,744	N. Economides	180	AC	220/380	50	3	Diesel
Sparta	7,190	Sparta Elec. Co.	420	AC	220/380	50	3	"
Spetsae	3,533	D. Daskalakis (Successors)	520	DC	220	--	-	Diesel & Gas
Tenos	2,485	N. Karditsis	100	DC	220	--	-	Diesel
Thebes	7,648	N. Antoniou Bros.	320	AC	127/220	50	3	"
Trikkala (in Thessaly)	22,117	N. Stamatopoulo Sons	580	DC	220	--	-	Diesel & Gas
Tripolis	14,327	Hellenic Elec. Co.	360	DC	2 x 220	--	-	Diesel
Tyrnavos	7,196	Tyrnavos Elec. Co.	108	DC	220	--	-	"
Vathy Samou	14,313	Samos Electric Co.	270	AC	127/220	50	3	"
Velvendos	3,244	T. Nanos	75	DC	220	--	-	"
Verria	16,303	Vermion Industrial Co.	2,000	AC	127/220	50	3	Hydro
Volo	47,892	Volo Elec. Co.	1,840	AC	127/220	50	3	Diesel
Vrhati	975	From Assos	--	AC	127/220	50	3	Bulk
Xanthi	35,912	Municipality	800	AC	127/220	50	3	Diesel
Yanitza	12,270	From Verria	--	AC	127/220	50	3	Bulk
Zante (Zakynthos)	12,063	Hellenic Elec. Co.	440	AC	127/220	50	3	Diesel
Zavgolatio	1,756	From Assos	--	AC	127/220	50	3	Bulk

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Appendix to Paragraph 34

RAILROAD EQUIPMENT AND PERSONNEL
(March 31, 1941) 223/

Name of railway	Total track length (km.)	Locomotives a/	Rolling passenger	Stock Freight	Personnel	Gauge (m.)
Greek State Rys.	1581	200	248	4623	8500	1.44 b/
Piraeus-Athens-Peloponnesus	790	93	223	1050	3140	1.
Athens-Piraeus Electric	14	35	50	65	655	1.44
Thessalian Railway	200	30	71	482	733	1. c/
Pyrgos-Katakolon	" 13	2	13	41	46	1.
Northwestern	" 70	5	15	71	205	1.
Eastern Macedonia Railway	176	10	20	397	355	1.44

a/ In addition to the above, 26 auto-rail cars (Automotrice; Diesel) on 3 lines.

b/ Except Sarakli - Stavros section, 66 km., gauge 60 m.

c/ Volo - Larissa, Valestino - Dalabaka, 204 km. 1 m.; Volo - Lechonia - Milies, 29 km. 0.60 m.

RAILROAD OPERATIONS
(Fiscal year ended March 31, 1940) 224/

Name of railway	Number of passengers	Metric tons of freight	Gross revenues Passenger (thousand	Freight drachmas)
Greek State Rys.	5,249,400	2,037,709	242,614	411,076
Piraeus-Athens-Peloponnesus	3,059,600	364,738	101,870	120,766
Athens-Piraeus Electric	19,317,200	4,672	88,774	227
Thessalian Railway	959,700	217,077	19,757	32,462
Northwestern Railway	276,200	23,884	4,466	3,657
Pyrgos-Katakolon Railway	95,200	26,820	328	1,021
Eastern Macedonia Railway	212,200	163,361	16,785	27,637

Appendix to Paragraph 35

NOTES ON GREEK HIGHWAYS 225/

In the Peloponnesus hard-surfaced roads circle the peninsula (with the exception of a short stretch half-way between Corinth and Patras) to well below Pyrgos in the west, and from Patras strike inland west of the main Arcadian mountains through Olympia and Andritsaina to Kalamata and Navarino in the south. Kalamata is also connected with Corinth by way of Megalopolis Tripolis, and Argos (with a branch to Nauplia). Tripolis is a highway center, from which good roads run north into Arcadia and south to Sparta, Gytheion, and Monemvasia on Cape Malea. There is no peripheral highway on the east shore of the Peloponnesus, either in the Argolid, or in Cape Malea, or in Cape Matapan.

The best roads are in and near Athens. A modern boulevard connects Athens with Phaleron, and a well-paved highway connects Athens with Eleusis. There are good roads also from Athens to the suburbs of Psychiko, Amarousi, and Kephisia. Hard-surfaced roads lead down the south shore to Vouliagmeni, through the Mesogeia to Laurion and Sounion, north to Marathon, through the plain of the Kephissos river to Tatoi and northern Attica, across Parnes into Boeotia, and north from Eleusis over the pass of Mt. Kythaeron to Thebes and Boeotia. A hard-surfaced road connects Eleusis with Corinth.

In Central Greece a hard-surfaced road leads from Thebes through the plain and over the coastal mountains to Chalkis*/ while toward the west a similar road runs down to the Gulf of Corinth at Dombraina. The main highwa

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*/ A hard-surfaced road runs across Euboea from Chalkis to Kyme.

north leads from Thebes up through the central plain of Boeotia and Phocis, across the shoulder of Mt. Oeta, and through the Spercheian plain to Lamia. There is an alternative route, equally good before the war, that leaves the central plain north of Chaeroneia, strikes the coast of the Euboean channel near Atalante, and runs along the shore through the pass of Thermopylae to Lamia.

From Itea on the Gulf of Corinth there is a military road built by the British and French in the last war which crosses the western shoulder of Mt. Parnassos to join the highway in Central Greece and the railroad at Bralo. Itea is also connected directly with Lebadea in Central Greece by a new and good road through Delphi and Arachova south of Mt. Parnassos. Another road leads westward from Itea, through Vitrinitsa to Naupaktos. From Naupaktos on the Gulf of Corinth there is a passable road to Agrinion in Aetolia. From here there are hard-surfaced roads that lead to Arta, to the port of Prevesa, and to Yannina in Epirus. During the war in 1940 and 1941 many of the supplies from Athens to the Albanian front were sent by highway along the route through Itea, Naupaktos, and Agrinion to Yannina. Agrinion is also connected with the Gulf of Corinth at Kryoneri, from which place a ferry runs to Patras.

North from Lamia a hard-surfaced road runs as far as Pharsala and from Pharsala to Larissa the road is paved (but in very poor condition in 1941). Larissa is also connected with Yannina in Epirus by a new and well-engineered road through Kalabaka and Metsovo (in the pass over the Pindus range). From Yannina one road runs north into Albania (with a branch to the shore at Santi Quaranta opposite Corfu) and another into Yugoslavia.

From Larissa the main road north runs through Elasson, Kozani, and Phlorina to Monastir in Yugoslavia. Another branch of this road turns west at Kozani and runs through Kastoria and Koritsa into Albania.

Larissa is connected with Salonica by a hard-surfaced road that branches to the east at Kozani from the main road north, and by an alternative route that branches east at Elasson and strikes the coast north of Mt. Olympus at Katerini. There is no good road through the vale of Tempe to Salonica. But Salonica is connected with Koritsa by a direct east and west route through Edessa (Vodena) and Phlorina.

Eastward from Salonica a good road leads N.E. to Serres, and from Serres a new road leads north through the Rupel gorge of the Strymon river into Bulgaria. Also eastward from Salonica there is a new and good road across the base of the Chalcidic peninsula, then along the coast, crossing the Strymon river on a new bridge at Neochori, and south of Mt. Pangaeon to Kavalla. Kavalla is connected with Drama to the north, and serviceable roads lead eastward to the Turkish border.

Appendix to Paragraph 35

TABLE OF DISTANCES - KOULA BRIDGE, BULGAR-GREEK FRONTIER, TO ATHENS - LINK OF INTERNATIONAL HIGHWAY, BELGRADE-SOFIA-ATHENS 226/

Road Sections	Alt. of highest point between stations. motors	Dist.	From Athens	From Belgrade	Driving time	Time from Athens	Remarks on road
		mi.	mi.	mi.	hrs.	hrs.	
Koula Bridge	60	0	471	389		23	
Koula-Bistritsa Bridge-Serres	60	37	434	426	1-3/4	21-1/4	Many bad sections.
Serres-Ligovani	560	23	411	449	3/4	20-1/2	Generally good.
Ligovani O.P. Salonika	560	39	372	488	1-3/4	18-3/4	Good, mt. curves.
Salonika-Verria	190	48	324	536	2	16-3/4	Good plains road.
Verria-Rd. Fk. to Kozani	1460	36	288	572	2-1/2	14-1/4	Good mt. road.
Rd. Fk. to Kozani-Servia	460	15	273	587	1	13-1/4	Good winding road.
Servia-Elassona	960	32	241	619	2-1/2	10-3/4	3 bridges out, mt. road, rough
Elassona-Tyrnavos	160	28	213	647	3/4	10	Good section.
Tyrnavos-Larissa	140	10	203	657	1/2	9-1/2	Very good section.
Larissa-Pharsala	200	28	175	685	1	8 1/2	Good plain road.
Pharsala-Domokos	550	18	157	703	1	7-1/2	Rough mt. road.
Domokos-Lamia	860	22	135	725	1-1/4	6-1/4	Ruts, over Mt. Orthrys
Lamia-Bralo Rd. Jc. (Road to Amphissa and Delphi)	700	20	115	745	1	5-1/4	Good, over Mt. Skamno
Bralo Rd. Jc.-Katihan Rd. (Kifissohori)	240	23	92	768	1-1/4	3-3/4	Good section.
Katihan Rd. Jc.-Livadia	200	18	74	786	1	3	Good section.
Livadia-Thebes	260	28.5	45.5	814.5	1	2	Good, but rutty.
Thebes-Eleusis	640	32.5	13	847	1-1/2	1/2	Over rugged mts.
Eleusis-Athens (Omonia St.)	100	13	0	860	1/2	0	Along sea and through suburbs.

Appendix to Paragraph 38

IMPORTS OF PRINCIPAL COMMODITIES FOR CONSUMPTION 22*/

Commodity	Quantity		Value $1,000	
	1939	1940	1939	1940
Total			100,081	82,026
Cattle..... number	47,590	37,613	1,466	1,059
Sheep and goats..... thousands	478	261	1,203	590
Butter, oleo oil, fats.. 1,000 lb.	1,168	216	225	40
Cheese..... do.	2,197	1,411	282	140
Fish..... do.	46,408	27,913	1,983	1,134
Wheat..... 1,000 bu.	13,385	10,035	9,529	10,062
Corn..... do.	1,973	774	1,190	551
Rice..... 1,000 lb.	64,687	57,541	1,360	946
Wheat flour. 1,000 bbl.	24	10	94	69
Beans..... 1,000 bu.	272	110	679	270
Potatoes.... do.	101	114	89	98
Coffee..... 1,000 lb.	10,440	8,203	630	603
Sugar..... do.	150,660	98,028	2,175	3,195
Hides and skins.do.	9,512	3,236	1,319	493
Leather..... do.	186	87	418	191
Cotton..... do.	5,616	8,702	647	1,187
Cotton yarn and thread. do.	1,428	674	1,139	423
Wool yarn... do.	2,857	1,063	2,286	940
Cotton piece goods..... do.	6,399	4,307	3,707	2,657
Wool cloth.. do.	647	564	1,011	461
Stockings and socks..... do.	19	10	174	89
Textiles manufactures, other..... do.	12,053	7,366	1,648	1,310
Wood for building... 1,000 bd. ft.	110,332	54,824	3,804	2,342
Wood, other. tons	14,117	7,045	631	363
Paper, printed matter.. 1,000 lb.	37,927	36,709	1,772	2,243
Coal..... 1,000 tons	798,867	353,312	3,413	4,025
Gasoline.... 1,000 bbls.	633	580	1,911	2,995
Kerosene.... do.	220	164	494	552
Mineral oils, other..... tons	283,010	256,507	4,443	7,037
Iron and steel do.	105,228	43,221	3,468	4,617
Machinery.....			10,088	6,736
Automobiles, complete... number	536	307	586	623
Chassis..... tons	2,604	507	1,748	276
Chemical & allied prod. do.	159,629	90,523	7,291	6,753
All other.....			18,678	16,946

Appendix to Paragraph 38

General Exports of Principal Commodities 228
(Comprises all except transit shipments.)

Commodity		Quantity		Value $1,000	
		1939	1940	1939	1940
Total				75,007	60,968
Currants	1,000 lb.	193,787	41,189	9,073	1,890
Raisins	do	63,715	47,463	3,749	2,607
Figs	do	24,938	15,258	909	473
Olives	do	27,152	21,616	1,829	1,201
Fruits, other	do	66,872	45,322	1,965	1,409
Wine	1,000gal.	10,939	5,676	2,101	1,208
Tobacco, leaf	1,000 lb.	88,213	98,248	32,435	30,459
Hides and skins	do	6,319	3,726	2,001	1,315
Silk cocoons	do	435	188	177	57
Sponges	do	51	44	153	135
Emery	tons	11,523	3,045	317	83
Rosin (colophony)	1,000 lb	46,927	26,706	1,583	1,619
Olive oil	do	77,031	80,922	8,164	9,468
Magnesite, crude and calcined	do	182,398	277,747	873	985
Iron pyrites	tons	179,102	16,480	655	57
Chrome ore	do	51,533	32,595	629	466
Bauxite	do	175,988	984	580	3
Chemical fertilizer	1,000lb.	47,280	16,511	342	123
Cotton yarn	do	2,965	2,506	691	676
Brandy	1,000gal.	97	152	255	461
Turpentine oil	1,000lb	10,047	6,604	771	775
Wool rugs	do	184	81	249	115
All other				5,506	5,384

Appendix to Paragraph 38

Trade with the United States by Principal Commodities 229
(Greek Statistics)

Commodity		Quantity		Value $1,000	
		1939	1940	1939	1940
(A) Exports to United States				16,235	15,269
Currants	1,000 lb.	3,545	1,541	165	69
Figs	do	2,465	597	122	29
Olives	do	5,373	6,164	405	397
Olive oil; edible	do	27,674	32,832	3,248	4,226
Olive oil, inedible	do	11,618	11,519	593	677
Cheese	do	60	327	10	53
Tobacco, leaf	do	19,211	19,930	10,812	8,692
Brandy	1,000gal.	24	44	109	211
Hides, skins, furs	1,000 lb.	82	86	121	166
Chrome ore	do	51,041	57,939	157	372
Tanning materials	do	2,347	496	108	23
Bauxite	do	---	---	---	--
Prepared vegetables	do	507	281	24	16
Mastic	do	20	22	10	12
Emery	tons	591	492	10	8
All other				341	318

Appendix to Paragraph 38

Trade with the United States by Principal Commodities (cont'd
(Greek Statistics) 230/

Commodity		Quantity 1939	Quantity 1940	Value $1,000 1939	Value $1,000 1940
(B) Imports for consumption from United States				7,044	9,329
Wheat	1,000 bu.	253	37	218	30
Rice	1,000 lb.	12,136	2,264	397	97
Wheat flour	1,000 bbl.	24	10	94	69
Fur skins	1,000 lb.	67	57	25	18
Leather	1,000 lb.	72	16	179	39
Rubber tires and tubes	do	1101	488	283	144
Lubricating oils	bbl.	57,860	47,572	580	548
Kerosene	do	9,139	20,481	18	71
Gasoline	do	85,586	3,709	258	88
Fuel oil	tons	17,864	---	249	--
Residues of mineral oils	do	773	141	53	33
Metals	do	11,923	19,656	777	1,637
Machinery	do	2,142	1,190	1,671	671
Autos	number	235	64	216	59
Chassis	tons	1,333	486	511	266
Automobile parts and accessories	tons	409	243	308	181
Lumber	1,000 lb.	7,560	2,020	210	67
Motion picture films	do	6	7	79	87
Ships	number	1	11	2	1,264
Sacks; new and used	1,000 lb.	259	488	10	60
Waxes	do	62	437	3	51
Sugar	1,000 lb.	--	62,948	--	2,190
All other				903	1,725

Appendix to Paragraph 38

Trade with Principal Countries (Thousands of Dollars) 231/

Country of origin or destination	Imports for consumption 1939	1940	Exports (Greek products) 1939	1940
Total.....	100,081	82,026	75,007	60,968
United States....	7,044	9,329	16,235	15,269
Belgium.....	561	869	961	250
Bulgaria,.....	580	1,410	203	189
France.....	1,373	745	2,124	1,381
Germany	29,958	19,281	20,643	23,036
Hungary.....	1,720	1,888	753	619
Italy.....	5,324	4,591	4,747	4,091
Netherlands.....	1,873	716	2,624	387
Rumania.....	9,391	10,001	1,609	1,325
Swedon.....	1,086	1,055	2,671	1,387
Switzerland.....	870	942	1,401	542
U.S.S.R. (Russia).	1,954	804	121	27
United Kingdom...	12,059	9,121	10,264	4,508
Yugoslavia.....	3,371	2,533	1,610	1,474
Turkey.....	1,345	2,874	846	1,801
Egypt.....	2,609	1,679	1,703	917
Other countries..	18,963	14,188	6,592	3,765
Per cent of total:				
United States.	7.0	11.4	21.6	25.0
France.....	1.4	0.9	2.8	2.3
Germany.....	29.9	23.5	27.5	37.8
Italy.....	5.3	5.6	6.3	6.7
United Kingdom	12.0	11.1	13.7	7.4
Rumania.....	9.4	12.2	2.1	2.2

Appendix to Paragraph 39

RADIO IN GREECE * 232/

BROADCAST STATIONS (1941)

Name of Station	KW	Frequencies	Type Emission	Call Sign
Athinai	15.0*	601	A3	?
Thessaloniki	0.8	804	A3	?
?	____	9825	A3	SVJ
?	____	9935	A3	SVM

* 70KW under German occupation

The location of SVJ and SVM is not known. The calls and operating frequencies were picked up by monitorings. The Athens station has already been described in the text.

AIRCRAFT RADIO STATIONS (1941)

Name of Station or Mark of Nationality and Registration	Call Sign	Frequencies	Type Emission	KW
Thessaloniki	SXACB	333	A1 A2 A3	0.022
Athinai	SXACA	333	A1 A2 A3	0.022
Ioannina	SXACD	333	A1 A2 A3	0.022
Patrai	SXACE	333	A1 A2 A3	0.022
SC-ACF	SXACF	272	A1 A2 A3	0.07
SX-ACH	SXACH	272	A1 A2 A3	0.07
SXACI	SXACI	272	A1 A2 A3	0.07
Aeonef de guerre hellenique	SXKAB	333	A1	____

Appendix to Paragraph 39 (cont'd)

FIXED AERONAUTICAL STATIONS (1941)

Name of Station	Call Sign	See Note 7 Frequency	Type Emission	See Note 7 Frequency KC/S	Type Emission	KW	Exact Geographic Position
Agrinion Aeradio FA	SWD See Note 2	336	A1	250-500	A1 A2	0.002	38 36 42 N 21 23 00 E
Athinai Faliron Aeradio FA	SWF	260 284	A1	250-500	A1 A2	0.15	23 41 00 E 37 56 30 N
See Note 1	See Note 3	336					
Athinai Faliron Aeradio FA	SWZ	4286 4687 5660	A2	Airport Station for Athens. Dekelia Faliron Nea Peramos	A2	0.3	23 43 06,8 E 37 53 50,4 N
See Note 1	See Note 3	6522 8333 12500					
Ioannina Aeradio FA	SWE See Note 2	336	A1	250-500	A1 A2	0.002	39 43 00 N 20 49 00 E
Iraklion Aeradio FA	SWH See Note 2	333	A1	---	---	---	Crete
Kerkyra Aeradio FA	SWK	260 333 5454 8333	A1	175-14286	A1	0.2	19 51 30 E 39 39 00 N
	See Note 5	11538					
Meg. Pefko Aeradio FA	SWG	260 333 5454 8050	A1	175-14286	A1	0.2	23 25 00 E 38 00 00 N
	See Note 5	11538					
Palaion Faliron Aeradio FA	SWL See Note 4	6522 4688	A1 A1	14045-15480 14045-15480	A1 A1	0.25 0.25	23 41 00 E 37 56 30 N
				See Note 6.			
Thessaloniki Aeradio FA	SWC	260 284 336	A1 A2	50-500	A1 A2	0.45	22 57 56 E 40 35 43 N
	See Note 6						

NOTES ON FIXED AERONAUTICAL STATIONS

(1) The Station is equipped with Direction Finder Equipment.
(2) Hours of service are fixed according to the itinerary of the Aircraft.
(3) The Station is intended to serve the airports of the region of Athens--namely Dekelia, Faliron and Nea-Peramos.
(4) This Station belongs to the "Company Ala Littoria" and serves its own aircraft.
(5) This Station belongs to Air France and serves its own aircraft.
(6) The discrepancy between the figures in column 3 and the range indicated in column 5 reveals an error in the record However, the figures reflect accurately the notification of the Berne Bureau.
(7) Columns 3 and 4 indicate customary usage; columns 5 and 6 indicate possible range.

COAST RADIO STATIONS (1941)

24-Hour Service	Location	KW	Type of Service	Name and Call Letters
A2 A1	23° 48' 23" E 37° 49' 22" N	1.3	CP See Notes 2,3,4,6, 7,8.	Athinai Radio....FC Call Letters - SVA See Note 1.
B	26° 05' 30" E 38° 20' 00" N	0.3	CP See Notes 2,6,8.	Chios Radio....FC Call Letters - SVB See Note 1.
A1	22° 59' 55" E 37° 55' 05" N	0.05	CR See Notes 5,8.	Isthmo de Corinthe Radio. FC Call Letters - SYI
A1, A2 B	19° 54' 21" E 39° 37' 11" N	0.6 1.5	CP See Notes 2,6,8.	Kerdyra Radio....FC Call Letters - SXK See Note 1.

NOTES ON COAST RADIO STATIONS

(1) Accounts settled by the Ministry of Communications, Athens.
(2) For radiotelegrams exchanged through a Greek coast station between ships of any nationality on the one hand and Greek offices on the other hand.
(3) The station is linked directly with the telegraph offices of Athens and Piraeus, and its range covers during daytime a distance of 1,500 km.
(4) Listens on 143 (2,100) from 1,000 h to 1,015 h, 1,400 h to 1,415 h, 1,800 h to 1815 h and 2,300 h to 2,315 h for the long distance correspondence.
(5) The station communicates with ships solely for the preparation of their entry in the canal.
(6) For radiotelegrams exchanged through a Greek coast station between Greek offices on the one hand and ships of any nationality applying a ship charge of 0 fr. 20 or less on the other hand.
(7) There is no coast or inland charge for meteorological radiotelegrams originating from ships at sea and addressed to the meteorological service on the Air Ministry (short address "Meteor") provided that they do not contain anything but meteorological observations.

Only Athinai Radio coast station is authorized to receive these radiotelegrams.

(8) CP means the station is open to public correspondence; CR means the station is open to restricted public correspondence.

The following additional information about Fixed Stations was published by the Bureau of the International Telecommunications Union, Revision of November, 1941. One should note that the occupation of Greece may have caused significant changes.

FIXED STATIONS

Location	Call Sign	Kcs.
Alexandroupolis	SXD	375, 425, 500 See Note 1.
Chania (La Canee)	SXN	375, 425, 443,500 See Note 1
Iraklion Kritis (Candie)	SYC	75
Kerkyra (Corfu)	SXK	375,425,472,500 See Note 1.
Mitilini	SYB	92.3
Rion	SXX	500 See Note 1.
Samothraki	SXR	400 See Note 1.
Spata	SYA	80.75, 103.8
Thessalonika (Salonika)	SXC	375,425,500 See Note 1.

(1) Only frequency has been given for the stations performing Fixed Service. (It would appear from the frequencies used that the service was for ships.)

The Eastern Telegraph Company had a radio receiving station at Loutza on the east coast of Attica and a sending station at Charvati (Attica) as recently as 1941.

Appendix B

GREEK

PLACE NAMES 223/

ALTERNATIVE NAMES and SPELLINGS

ACARNANIA - Akarnania

Dept. (with Aetolia) N. of Corinth Gulf

ACHAIA -

Dept. in Peloponnesus (with Elis)

ACHELOOS - Aspropotamus - Achelous - Archelous

River

AEGEAN

Sea - Island group

AEGINA - Egina - Aigina

Island in Saronic Gulf - Province in Attica

AEGINA (gulf of) - Saronic Gulf - Gulf of Athens

Aegion - AIGION

AETOLIA

Dept. with Arcanania - N. of Corinth Gulf

AGIA - Agios - Aghios - Aghia - Hagia - Hagios (Greek for Saint)

AGHIA MARINA

Port in LAMIA Gulf; another on AEGINA

Agios Giorgios - SAINT GEORGE

Agios Nikolaos - SAINT NIKOLO - Avlemon

Aghia Panagia - SAINT PANAGHIA

Agios Procopis - PROCOPI

AGRINION

Town

AIGION - Aegion - Vostitza - Vostizza

Town on S. shore Corinth Gulf - Anchorage

Akarnania - ACARNANIA

Alexandropolis - DEDEAGATCH

Town - Port - capital of province

ALEXANDROPOLIS - Dedeagatch

(1634) Province in Thrace

Aliakmon - VISTRITZA

ALIVERI - Aliverion

Town - Anchorage in Euboea

ALPHEIOS - Alphios

River in Peloponnesus

AMALIAS

Town

Amaroussi(on) - MAROUSSI

AMORGOS

Is. in Cyclades

Amvrakikos - ARTA (gulf)

ANAPHI - Naphio

Is. in Cyclades

ANDROS

Is. in Cyclades - Province

Andros - KASTRO

ANTIKYTHERA - Cerigotto

Island - Channel between Antikythera & Crete

ANTIPAROS - Oliaros

Island in Cyclades

ARCADIA

Dept. in Peloponnesus

Argolic Gulf - Gulf of NAUPLIA

Argolikos - NAUPLIA - Nafplion - Argolis

Gulf (of)

Argolid - ARGOLIS

Dept. in Peloponnesus

ARGOLIS - Argolid

Dept. in Peloponnesus (with Corinth)

Argolis - Gulf of

Gulf of NAUPLIA

ARGOS

Town in Dept. of Argolis - Province

ARGOSTOLI - Arghostolion

Harbor on Cephalonia

ARGYROKASTRO(N)

Town in Albania

ARTA

Dept. in Epirus - Gulf of

ARTA - Arachthos

River

ARTA - (Gulf of) - Amvrakikos Gulf

Aspropotamos - ACHELOOS

ASTYPALIA - Stampalia - Astropalia

Is. in Dedecaneso

Atalanti - TALANTA

ATHENS

City

ATHOS

Monastery colony - Mountain

ATTICA

Dept.(with Boeotia) - Province

Axios - VARDAR

River

BARI

Town in S. Italy

Bitolj - MONASTIR

Town - Gap

BOEOTIA - Voiotia

Dept. (with Attica)

Bolos - VOLO

Borisgrad - DEDEAGATCH

Name under Bulgar occupation

Calamata - KALAMATA

Town - Gulf on Peloponnesus

Calino - Kalymnos - KALYMNOS

CAMBUNIAN

Mt. range

Candia - HERAKLION - Megalocastron

Town in Crete - Old name for Crete - Bay

CANEA - Khania - Kanea

Dept. in Crete - Town - Harbor

CAPE MALEA - Cape Sant'Angelo

On Peloponnesus

CAPE MATAPAN - C. Taenaron - C. Tainaron

On Peloponnesus

Cassandra - KASSANDRA

CASTORIA - Kastoria

Town

Cavalla - KAVALLA

CEPHALONIA - Cephallonia Kephallinia

Is. in Ionian - Dept.

Cerigo - KYTHERA

Is. in Myrtoon Sea

Corigotto - ANTIKYTHERA

CHALCIDICE - Khalkidike

Peninsula - Dept. in Macedonia - Province

CHALCIS - Khalkis - Evripo

Town - Strait - Province in Euboea

Chalcis - EURIPOS - Khalkis - Kharki

Strait between Euboea and mainland

CHALKI - Khalki - Khalkia

Is. in Dodecanese

CHASSANI

Airport near Athens

CHIOS - Khios - Scio

Is. in Aegean - Dept.

CHIOS - Khios - Scio - Kastron

Harbor on CHIOS Is. - Town

Cithaeron - KYTHAERON

Mt.

Constantinople - STAMBOUL - Istanbul

COPAIS - Topolias - Kopais

A drained lake

COPAIC

Plain in Central Greece

Corcyra - CORFU

CORFU - Corcyra - Kerkyra

Is. in Ionian group - Dept. - Province

CORINTH - Korinthos

Town - Gulf - Province

Cozane - KOZANE

CRETE - Candia - Kriti - Kirit

Island - Region

CYCLADES - Kyklades

Island group - Dept.

CYPRUS

Island

Darphyr - DIRPHYS

DEDEAGATCH - Alexandropolis - Dede Agach - Borisgrad

Town - port - capital of province of ALEXANDROPOLIS

Demirhiscar - SIDIROCASTRO

Demotica - DIDIMOTEICHO

Dhryopis - MERIKHA

DIDIMOTEICHO - Didymotichon - Demotica

Town in W. Thrace - Province

DIRPHYS - Darphyr

Mt. in Euboea

DODECANESE - Dodekenese

Island group - Italian administrative area

DRAMA

Town - Dept. in Macedonia - Province

EDESSA - Vodena

Town - Province in Pella

Egina - AEGINA

EKATERINI - Katerine

Town

Elefthera - LEFTERA - Elevtherai

ELEUSIS - Eleksis

Town near Athens - Naval base - Port

Elicon - HELIKON

ELIS - Ilia

Dept. (with Achaia

Ellada - SPERCHEIOS

ENOTIA - Nonte - Nutia - Notia

Town in Macedonia

EPIRUS

Region in N.W.

Episkopi - TILOS

Ergasteria - LAVRION

Ermupolis - HERMOPOLIS

Eskiji - XANTHE (Slavic form)

EUBOEA - Negropont - Evripo - Evvoia

Dept.-Island

EURIPO(S) - Evripo(s) - Chalkis - Khalkis - Egripo

Strait

EURIPOS - Channel S. of CHALCIS - see TALANTA

EUROTAS - Evrotos

River in Peloponnesus

Evanghelistria - TINOS

Evripo - EURIPOS - Strait

Evripo - EURIPOS - Channel S. of CHALCIS - see TALANTA

Evrotos - EUROTAS

Evrou - HEBROS - Hevros - Maritza - Meric

River in W. Thrace

EVSTRATIOS - Strati

Is. in Aegean

Evvoia - EUBOEA

Evvoikos - TALANTA

FLORINA - Phlorina

Town - Dept. in Macedonia - Province

GARGALIANI

Town in Messenia

GAVRION - Ghavrion

Anchorage on ANDROS Is.

GERAKINI - Gherakini

Anchorage in Gulf of KASSANDRA

GERANION - Geraneia

Mt.

Gerapatra - HIERAPETRA

GEVGHELI - Gjevgelu - Gjevgjeyla

Town in Jugoslavia on border

Ghavrion - GAVRION

Gherakini - GERAKINI

Ghiera - PORT IERO - Olivieri

Harbor on Mytilene

GHUMENDZA - Gumenje

Town in Macedonia

Giura - GYAROS

GOMENIZZA - Ghumenidza - Goumenissa - Ghumenitza

Harbor in Epirus

GREVENA

Town in Thessaly

KOMOTINI - Gumurdzina

Gumuldjina -

GYAROS - Jura - Giura - Giaro

Is. in Cyclades

GYTHION - Gythiun - Ghithion - Gytheion - Ghytheion - Marathonisi

Anchorage in Gulf of LACONIA - Port of Sparta

Hagia(os) - see AGIA

HAGIONOROS - Monte Santo - KOLPOS Singitikos

Gulf (of)

Haliakmon - VISTRITZA

River

HERBROS - Maritza - Hevros - Evrou - Evros - Meric

River in Thrace

HEBROS - Hevros - Evrou - Evros

Dept. in Thrace

HELIKON - Helicon - Elikon

Mt. in central Greece

Hellada - SPERCHEIOS

HERAKLION - Candia - Hiraklion - Iraklion - Megalocastron - Megalo Kastron

Town - Dept. in Crete - Harbor

HERMIONIS

Province in Spetzia

HERMOPOLIS - Ermupolis - Syros - Syra

Town on Syros - Port

Hevros - HEBROS

HIERAPETRA - Ierapetra - Gerapetra - Kasteli

Town on Crete - Province

Hiraklion - HERAKLION

Hydra - YDRA

Is. in Gulf of Nauplia - Province

Ierapetra - HIERAPETRA

Iero - PORT IERO - Olivieri - Ghiera

Harbor on MYTILENE

Ikaria - NICARIA

Ilia - ELIS

IMBROS - Imros

Is. in Aegean

Imros - IMBROS (Turkish form)

IONIAN

Sea - Island group - Region

Ioannina - JANINA

IOS - Nios

Is. in Cyclades

Iraklion - HERAKLION

ITHACA - Ithake

Is. in Ionian - Province

Itea

Anchorage in Gulf of Corinth - town

Iti - OETA

JANINA - Yannina - Ioannina

Town - Dept. in Epirus - Province

JANNITSA - Yannitsa - Jenidje - Yenije - Yanitza

Town - Province in Pella - Lake

Jenidje - JANNITSA

Jura - GYAROS

Kalamas - KALAMON

KALAMATA - Calamata - Kalamai - Kalame

Town - Gulf - Province in Messenia - Harbor

Kalamata (Gulf of) - MESSENIA

Kalame - KALAMATA - Kalamai

KALAMON - Kalamas - Kalamo

River near Albanian boundary

KALAMUTI - Keramote

Anchorage in Thrace

KALLITHEA

Suburb of Athens

KALLONI - Longone

Harbor on Mytilene

KALYMNOS - Calino - Kalimno

Is. in Dodecanese

Kamenaki - MYKONOS

Kanea - CANEA

KAPSALI (bay)

Anchorage for KYTHERA town

Karaferria - VERRIA

Karistos - KARYSTOS

Kariot - NICARIA

KARDITSA

Town - province in Thessaly

KARLOVASI - Karlovassi

Harbor on SAMOS Is.

KARPATHOS - Scarpanto

Is. in Dodecanese

KARYSTOS - Karistos - Karysto -

Anchorage on Euboea

KASOS

Is. in Dodecanese

KASSANDRA - Cassandra (Gulf of)

Kasteli - HIERAPETRA

Kastoria - CASTORIA

Town - Province in Florina

KASTRO - Andros

Town on ANDROS Is. - Anchorage

Kastron - CHIOS

KATAKOLO - Katacolon

Harbor - rail terminal

Katerine - EKATERINI

KAVALLA - Cavalla

Town - Dept. in Macedonia - Province - Port - Gulf

KEOS - Zea - Kea

Is. in Cyclades - Province

Kephallinia - CEPHALONIA

KEPHISSIA - Khephisia - Kiphissia

Town near Athens

Keramote - KALAMUTI

Kerkyra - CORFU

KERKYRA - Kerkira - Corfu

Harbor on CORFU

Khalara - MEGA LEVADHI

Khalki - CHALKI - Khalkia

Is. in Dodecanese

Khalkidike - CHALCIDICE

Khalkis - CHALCIS - Evripo - Euripo

Town - Strait

Khania - CANEA

Khasia - KRATSOVO

KHELI - Khelion -

Anchorage in Gulf of Nauplia

Khephisia - KRATSOVO

Khios - CHIOS - Scio

Kimi - KUMI - Kime

Kirit - CRETE (Turkish form)

Kissavo - OSSA

Kolokythia - LACONICA

(Also name of small ports in Crete and Chios)

Kolpos - (Greek for Gulf)

Koluri - SALAMIS

Is. in Saronic Gulf

KOMOTINI - Gumuldjina - Gumurdzina

Town - Province in Rhodope

Korinthos - CORINTH

KORITSA

Town in Albania

Korone - Koroni - MASSENIA Gulf - Anchorage

KOS - Coo

Is. in Dodecanese

KOZANE - Cozane - Kozani - Kozhani

Dept. in Macedonia - Town - Province

KRATSOVO - Khasia - Khephisia

Mt. range

KUMI - Kimi - Kymi - Kyme - Kime

Harbor in Euboea

Kutzovlachs - VLACHS

Mountaineers

Kyklades - CYCLADES

KYLLENE - Kyllini

Mt.

Kymi - Kumo - KUMI

KYTHAERON - Cithaeron

Mt. - Province in Argolis

KYTHERA - Cerigo

Island in Myrtoon Sea - Town on KYTHERA Is.

Kythnos - THERMIA

Is. in Cyclades

LACEDAEMONIA

Province in Laconia

LACONIA

Dept. in Peloponnesus

LACONIA - Kolokythia - Laconikos

Gulf of

LAMIA

Town - Gulf - in Phthiotis and Phocis

LARMES - Larimna - Larymna

Port on TALANTA Channel

LARISSA

Dept. - Town in Thessaly - Province

LASSITHI

Dept. on Crete - Province

LAVRION - Laurium - Ergasteria

Harbor - Rail terminal

LEFTERA - Elefthere

Port of shelter for KAVALLA

LEMNOS - Stalimene

Is. in Aegean - Province under Lesbos

LEROS - Lero

Is. in Dodecanese

Lesbos - MYTILENE - Lesvos

Is. in Aegean - Dept.

Letrinon - PYRGOS

LEVADIA - Livadia

Town - Province in Attica

LEVKAS - Santa Maura - Leukas - Leucas

Is. in Ionian

LIMNI

Harbor on Euboea

LIPSO - Lipsokutali

Is. in entrance to Salamis Strait

LIPSOS - Lipso - Lisso

Is. in Dodecanese

Livadia - LEVADIA

LIXURI - Lixurion

Anchorage on CEPHALONIA

Longone - KALLONI

MACEDONIA

Region in North

Malea - CAPE MALEA

MARATHON

Town

Maritza - HEBROS - Evrou - Evros

River in Thrace

MARCUSSI - Amaroussi(on)

Town near Athens

Matapan - CAPE MATAPAN

MEGA LIVADHI - Khalara

Anchorage on SERIPHOS Is.

Megalocastron - HERAKLION - Megalo Kastron

MEGARA

Town - Province in Attica

Melos - MILOS

Merio - HEBROS (Turkish form)

MERIKHA - Dhryopis

Anchorage on Thermia Is.

MESSENIA

Dept. in S. Peloponnesus - Province - Gulf of

MESSENIA (Gulf of) - Kalamata - Korone - Koroni

MESSOLONGHI - Missolonghi - Mesolonggi - Mesolonghion

Town - Province in Aetolia - Anchorage

METSOVO - Metsovon

Town - Province in Janina - Pass

Midillu - MYTILENE (Turkish form)

MILOS - Milo - Melos
Is. in Cyclades - Province - Harbor

Mitilini - MYTILENE

MONASTIR - Bitolj - Bitolia

Town - Gap

Monte Santo - HAGIONOROS

Morea (the) - PELOPONNESUS

MUDROS - Port San Antonio

Harbor on Lemnos

MYKONOS - Mykoni - Mikonos - Kamenaki

Is, in Cyclades - Town - Anchorage

MYRTOON

Sea

MYTILENE - Lesbos - Midillu - Mitilini - Lesvos

Is. in Aegean - Province - Harbor on Mytilene Is. Town

Nafplion - NAUPLIA

Town - Province in Argolis

NAOUSSA - Niausta

Town in Dept. of Salonica

Naphio - ANAPHI

Is. in Cyclades

Napoli di Romania - NAUPLIA

(Italian form - widely used)

NAUPLIA - Nafplion - Nauplion - Argolicos

(Gulf of)

NAVARINO - Pylos - Neo Kastro

Town - Harbor on W. Peloponnesus

NAXOS - Naxia

Is. in Cyclades - Province - Anchorage

Nea Zichna - ZICHNI

Negropont - EUBOEA (Italian form)

Neo Kastro - NAVARINO

Niausta - NAOUSSA

NICARIA - Ikaria - Kariot - Nikaria

Is. in Sporades

NIGRITA

Town - Province in Serres

Nios - IOS

Is. in Cyclades

NISYROS - Nisiros

Is. in Dodecanese

Nonte - Nutia - ENOTIA

OCHRIDA - Okhrid - Okrid - Ochris

Lake

OETA - Oite - Iti - Saromata

Mt. chain

Oliaros - ANTIPAROS

Is. in Cyclades

Olivieri - PORT IERO

Olympos - Olympus

OLYMPUS - Olympos

Mt.

Orphano - RENDINA

OSSA - Kissavo

Mt. in Thessaly

OTHRYS - Orthrys

Mt. range - S. boundary of Thessaly

Pagason - VOLO - Pagasitikos

PARNASSUS - Parnassos

Mt. - Province in Phthiotia

PARNES - Parnis

Mt.

PAROS

Is. in Cyclades - Anchorage

PATMOS - Patmo - San Giovanni di Patino(?)

Is. in Dodecanese

PATRAS

Town - Port - Gulf of - Province in Achaia

PAXOS - Paxi - Paxo

Is. in Ionian - Province

PELION - Plaisidi - Pilion

Mt.

PELLA

Dept. in Macedonia

PELOPONNESUS - (the) Morea - Peloponnese

Region - the southern large Peninsula

PENEIOS - Salambria - Salamvria

River

PETALI - Petalia - Gulf of

PHILIATRA - Filiatra

Town in Messenia

Phlorina - FLORINA

PHOCIS - Phokis

Dept. (with Phthiotis)

PHOLEGANDROS - Polykandro

Is. in Cyclades

PHTHIOTIS - Phtiotis

Dept. (with Phocis) Province

Pilion - PELION

PINDUS

Mt. range

PIRAEUS (the) - Peiraieus (the)

Town - Port for Athens

Piscopis - TILOS - Pisconi

Is. in Dodecanese

Plaisidi - PELION

POLYCHNITOS

Town on MYTILENE

Polykandro - PHOLEGANDROS

PORT IERO - Ghiera - Olivieri - Bay of Lero

Harbor on MYTILENE

POROS

Is. in Gulf of Aegina

POTAMO

Town on Kythera Is.

PRESBA - Prespa

Lake

PREVEZA - Prevesa

Town - Dept. in Epirus - Province - Harbor

PROCOPI - Prokopi - Agios Prokopis (Bay)

Anchorage on NAXOS Is.

Pylos - NAVARINO

PYRGOS - Letrinon

Town in Achaia

RENDINA - Orphano - Ruphani - Strykonikos

Gulf (of)

RETHYMNO(N) - Retimo - Rethymni

Town - Dept. on Crete - Province

RHODES - Rodi - Rodos

Is. in Dodecanese

RHODOPE - Rodopi

Dept. in Thrace - Mt. range

Rumani - VLACHS

Mountaineers

Ruphani - RENDINA

SAINT NICHOLO - Anchorage and best port on Kythera Is.

SANTA PANAGHIA - Anchorage on Kythera Is. Port for POTAMO

SAINT GEORGE - Agios Giorgios

Is. near the Piraeus - Harbor

SAINT NIKOLO - Agios Nikolaos - Avlemon

Harbor on KEOS (Zea) Is.

Salambria - PENEIOS

River

SALAMIS - Kolori

Town on SALAMIS Is.

SALAMIS - Koluri

Is. in Gulf of Aegina

SALONICA - Thessaloniki - Salonika - Saloniki

Town - Dept. in Macedonia - Province - Port - Gulf (of)

SANOS

Is. in Sporades - Dept. - Province

SAMOTHRACE - Samothraki - Samothrake

Is. in Aegean - Province in Hebros

Santa Maura - LEVKAS

Is. in Ionian

SANTI QUARANTA - Hagioi Saranta

Town in Albani - Port

Santorin - THIRA

SARAKATSANS

Greek-speaking mountaineers

Saromata - OETA

Saronic Gulf - Gulf of AEGINA

Scarpanto - KARPATHOS

Is. in Dodecanese

Scio - CHIOS

Seres - SERRES

Town - Dept. in Macedonia - Province

SERIPHOS - Serpho

Is. in Cyclades

Serpho - SERIPHOS

SERRES - Seres - Serai

Dept. in Macedonia - Town

SIDIROCASTRO - Demirhissar

Town - E. Macedonia

SIKINOS

Is. in Cyclades

Simi - SYMI

Singitikos - HAGION ORO

Siphano - SIPHNOS

SIPHNOS - Siphano

Is. in Cyclades

SKOPELOS - Thessalian

Is. group in Northern Sporades - chief island in the group

SKYROS

Is. in Northern Sporades

SOUFLI - Sufli

Town - Province in Hebros

SPARTA - Sparte

Town

SPERCHEIOS - Ellada - Spercheus - Sperkheios - Hellada

River

SPETZIA

Is. in Gulf of Nauplia - Province (with Hermionis)

Spezzia - SPETZIA

Italian form

SPORADES

Island group

Stalimene - LEMNOS

Is. in Aegean - Turkish form

STAMBOUL - Constantinople - Istanbul

Town in Turkey

STAMPALIA - ASTYPALIA

Is. in Dodecanese

Strati - EVSTRATIOS

STRUMA - Strymon - Strumna

River

Strumna - STRUMA

Strykonikos - RENDINA

Strymon - STRUMA

Stylida - LAMIA (Gulf of)

SUDA - Sudha

Harbor on Crete

Sufli - SOUFLI

SYMI - Syme - Simi

Is. in Dodecanese

Syra - SYROS

SYROS - Syra

Is. in Cyclades - Province

Taenaron - CAPE MATAPAN

TALANTA - Atalanti - Talante - Talanti - Evripos - Euripos - Evvoikos

Channel N. of CHALCIS

TATOI

Athens airport

TAYGETOS

Mt. range

Tchamouria - TSAMOURIA

Tenos - TINOS

Is. in Cyclades

THASOS - Thassos

Is. in Aegean - Province in Kavalla

THEBES

Town - Province in Attica-Boeotia

Thera - THIRA

THERMIA - Kythnos

Is. in Cyclades

THERMOPYLAE

Pass

Thessaloniki - SALONICA

Town - Dept.

THESSALY

Region

THIRA - Santorin - Thera - Santorini

Is. in Cyclades - Province - Harbor

THRACE, Western

Region in N.E.

TIGANI - Tighani

Harbor on Samos

TILOS - Piscopis - Piscopi - Piskopi - Episkopi

Is. in Dodecanese

TINOS - Tenos

Is. in Cyclades - Province

TINOS - Evanghelistria - Harbor on TINOS Is.

TIRNAVOS - Tyrnavo(s)

Town in N. Thessaly

Topolias - COPIAS

TRIKIRI - Trikeri

Channel

TRIKKALA

Town - Dept. in Thessaly - Province

TRIPOLIS - Tripolitza

Town in Arcadia

TSAMOURIA - Tchamouria - Tzoumerlia

Mt. district in Epirus

Tyrnavos - TIRNAVOS

VARDAR - Axios

River in Macedonia

VATHY - Vathi - Port Vathy - Port Vathi - Harbor on Samos, Ithaca, etc.

VERRIA - Karaferria

Town in Macedonia

VISTRITZA - Aliakmon - Haliakmon - Bistritza

River

VLACHS - Wallachs - Kutzovlachs - Rumani

Mountaineers; nomadic shepherds

Vodena - EDESSA

(Slavic form)

Voiotia - BOEOTIA

VOLO - Volos - Bolos - Pagason - Pagassetikos - Pagasitikos

Town - Province in Thessaly - Gulf (of) - Harbor

Vostitza - AIGION - Vostizza

Wallachs - VLACHS

Mountaineers

XANTHI - Eskije - Xanthe

Town in Thrace - Dept. in Rhodope

Xanthe - ZANTE

Is. in Ionian

Yannina - JANINA

Town - Dept.

Yannitsa - JANNITSA - Yanitza

Town

YDRA - Hydra

Is. in Gulf of Naupalia - Province

Yenije - JANNITSA

Zakynthos - ZANTE

ZANTE - Xante - Zakunthos - Zakynthos
Zea - KEOS
Is. in Cyclades - Harbor is at SAINT NICOLOS

Zeitun - LAMIA - (Gulf of)
ZICHNI - Nea Zichna
Town in E. Macedonia - Province in Serres

Is. in Ionian-Dept.-Harbor

Appendix C

NOTES ON PRINCIPAL CITIES 234/

Athens and the Piraeus

1. The city of Athens, the capital of Greece, and its sister city and port, the Piraeus, 4 mi. to the south, lie in a plain surrounded by mountains to the north, east and west. These cities are frequently considered separately, but for all practical purposes they form a unit, and in recent years the short distance between them has been to a large extent built over. They are moreover connected by an electric railway.

Together they account for about one-tenth of the total population of Greece. Athens is the terminus of the railways which run one northwards towards Europe, the other southwards into the Peloponnesus, and an important air base. Its primary significance, however, rests on the fact that it is both the traditional heart of the country, and its modern administrative center. The Piraeus is the second port of the Mediterranean, giving place only to Alexandria, and its harbor provides extensive anchorage.

2. The harbor of the Piraeus consists of three parts, the Outer, the Inner, and the Halon harbors. Although the port has been badly equipped (by comparison with the volume of tonnage handled) large works of improvement have been undertaken in recent years. These include new quays, increased depths, erection of warehouses and electric cranes, extension of breakwaters, etc. A peninsula on which much of the city is built separates the port from Phaleron Bay, a large open roadstead. The streets within the Piraeus are inferior and rough, but upon reaching Phaleron Bay a good modern highway proceeds directly to the center of Athens.

The city of Athens has recently expanded rapidly, but

Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.

MAP OF ATHENS AND SURROUNDINGS

PARNÈS (Mountain)
HASSIA
KYRILLOS
AG. IOANNIS
(KOTHOKIDE)
MAGOULA
THRIASSION PEDION
(ERINEOS)
ASPROPYRGOS
(KALYVIA)
ANO LIOSSIA
ACHARNÉ
(MENIDI)
AERODROME
OF TATOI
ADAMES
CHELIDONOU
NEA KIFISSIA
(TRINEMIA)
STROFILI
KTIPITO
KOUKOUVAOUNES
(SIPALITOS)
LYCOVRISSI
ANO IRAKLION
KATO
IRAKLION
BRACHAMI
KALOGREZA
(FLYA)
HALANDRI
KAMATERO
PYRGOS
ANALIAS
NEA
LIOSSIA
PATISSIA
KYPRIADOU
RESERVOIR
ANCHESMOS (M.)
AG. VARVARA
GALATSI
TSACO
CHOLARGOS
KYPSELI
PTOCHOMOMIOU
KOLONOS
PEDION
AREOS
LEOPH. ALEXANDRAS
AMPELOKIPI
RED CROSS
HOSPITAL
ATHISSIATREION
AG. IOANNIS
THEOLOGOS
GOUDI
KOLONAKI
LYKAVITTOS
HILL
METAXOURGEION
SQUARE
(VOTANIKOS)
KIPOS
AG. SAVAS
PYRITIDOPIION
AG. VARVARA
DAFNI
IERA ODOS
CHA'IDARI
SYNIKISMOS
PERISTERIOU
SYNIKISMOS
NEON VIZANTION
KOLOKITHOU
THRIA
AG. IOANNIS
PIKILON (Mountain)
KROPIA
L. COUMOUNDOUROU
(REITI)
KOLPOS
ELEFSINOS
ELEFSIS
SYNIKISMOS ELEFSINOS
(FARMAKOUSSÉ)
KYRADES
LEROS
N. ARPEDONI
SKARAMANGA
AEGALEOS (Mountain)
STATION
TO ELEFSIS
TO KORINTHOS
TO PATRAS
TO THEBES
TO LAMIA
TO THESSALONIKI
TO MARATHON
TO PIRAEUS
TO KIFISSIA
TO PAPANDREOU
TO KIFISSOS
TO PERISTERI
TO KAMATERO
TO ACHARNÉ
TO PATISSION
TO KIFISSIA
TO PIRAEUS

MAP OF ATHENS AND SURROUNDINGS

PARNÈS (Mountain)

HASSIA

KYRILLOS

AG. IOANNIS

(KOTHOKIDE)

AGOULA

THRIASSION PEDION

(ERINEOS)

ASPROPYRGOS (KALYVIA)

ACHARNÉ (MENIDI)

ANO LIOSSIA

STATION

KAMATERO

AERODROME OF TATOI

EKALI

ADAMES

SYNIKISMOS NEAS ERITHREAS

KASTRI

CHELIDONOU

NEA KIFISSIA

(TRINEMIA)

STROFILI

PENTELIKON (Mountain)

KTIPITO

KOUKOUVAOUNES (SIPALITOS)

KIFISSIA

LYCOVRISSI

ANO IRAKLION

AMAROUSSION

ATHMONON

MELISSIA

KATO IRAKLION

BRACHAMI

PYRGOS AMALIAS

NEA LIOSSIA

KALOGREZA

(FLYA)

HALANDRI

RIZOPOLIS

PATISSIA

KYPRIADOU

RESERVOIR

ANCHESMOS (M.)

AG. PARASKEVI

STAVROS

AG. VARVARA

GALATSI

TSACO

KYPSELI

CHOLARGOS

AG. IOANNIS O KINIGOS

KRIFOCHORI

PEDION AREOS

LEOPH. ALEXANDRAS

AMPELOKIPI

ATHISSIATREION

RED CROSS HOSPITAL

AG. IOANNIS THEOLOGOS

GOUDI

ILISSOS RIVER

PIKILON (Mountain)

KROPIA

L. COUMOUNDOUROU (REITI)

KOLPOS ELEFSINOS

ELEFSIS

SYNIKISMOS ELEFSINOS

THRIA

AG. IOANNIS

TO ELEFSIS

(FARMAKOUSSÉ)

KYRADES

LEROS

N. ARPEDONI

SKARAMANGA

AEGALEOS (Mountain)

CHA'DARI

SYNIKISMOS PERISTERIOU

IERA ODOS

DAFNI

SYNIKISMOS NEON VIZANTION

KOLOKITHOU

PYRITIDOPIION

AG. VARVARA

AG. SAVAS

(VOTANIKOS KIPOS)

KOLONOS

ACHARNON

METAXOURGHIO

LYKAVITTOS HILL

KOLONAKI

SYNTAGMA SQUARE

AI

TO PARNES (Mountain)

TO DEKELIA

TO KIFISSIA

TO PENTELI

TO LOUTSA

TO SPATA - MARKOPOULO

TO SPATA

TO LAVRION

SYNIKISMOS NEAS IONIAS

SYNIKISMOS NEAS CHALKIDONOS

SYNIKISMOS

SMORFOKLISSIA

ANO PATISSIA

KATO PATISSIA

SYNIKISMOS PTOCHOCHOMIOU

PSICHIKON

ANO KOLONOS

ARMY

WIRELESS & RADIO FINDERS

PASSPORT OFFICE

POLICE H.Q.

P.O.C.C.

ARCHIVES SUR SOL

TO ELEFSIS

KYRILLOS

AG. IOANNIS

(KOTHOKIDE)

MAGOULA

THRIASSION PEDION

(ERINEOS)

ASPROPYRGOS
(KALYVIA)

ANO LIOSSIA

ACHARNÉ
(MENIDI)

ADAMES

CHELIDONOU

NEA KIFISSIA

(TRINEMIA)

STROFILI

KTIPITO

KOUKOUVAOUNES
(SIPALITOS)

LYCOVRISSI

ANO IRAKLION

KATO
IRAKLION

BRACHAMI

KAMATERO

PIKILON (Mountain)

THRIA

AG. IOANNIS

KROPIA

PYRGOS
AMALIAS

NEA
LIOSSIA

ELEFSIS

KOLPOS
ELEFSINOS

L. COUMOUNDOUROU
(REITI)

KALOGREZA

RIZOPOLIS

PATISSIA

RESERVOIR

KYPRIADOU

ANCHESMOS (M.)

AG. VARVARA

GALATSI

KYPSELI

PTOCHOMOMIOU

CHOLARGOS

TSACO

PSICHIKON

ATHISSIATREION

RED CROSS
HOSPITAL

AMPELOKIPI

AG. IOANNIS
THEOLOGOS

GOUDI

ASTERI

KESSARIANI

(AGRILI)

KALLITHEA

MOSCHATON

RENTI

NEA SFAGIA

KOUTSOUKARI

CHAÏDARI

PERISTERIOU

DAFNI

PYRITIDOPIION

AG. VARVARA

KOLOKITHOU

KOLONOS

(FARMAKOUSSÉ)

KYRADES

LEROS

SKARAMANGA

N. ARPEDONI

AEGALEOS (Mountain)

NAFSTATHMOS

KORYDALOS (Mountain)

PERAMA

AG. GEORGIOS

KERATSINI

PYRGOS

KAMATERO

SALAMIS

AMBELAKI

KINOSSOURA

SELINIA

PSITALIA

N. ATALANTI

N. CHIRADES

PIRAEUS

PORT OF PIRAEUS

DRAPETSONA

N. PHALIRON

SIZIFIES

AG. THEODOROS

NAVAL AERODROME

P. PHALIRON

(MOUNICHIA)

ORMOS
PHALIROU

(ZEA)

SARONIKOS

KALAMAKI

KONTOPIGADON
(EVONIMON)

BRACHAMI

KARAS

(SKYRIDE)

ILIOUPOLIS

ALOPEKI

KATSIPODOU

NEA SMIRNI

DOURGOUTI

MEMORANDU

MOTOR - BUS LINES FROM A

			STARTING
1.	TO	MAROUSSI - KIFISSIA	CANNING
2.	"	OLD PHALIRON	ACADEMY
3.	"	OLYFADA - VOULA	"
4.	"	VOULIAGMÉNI	UNIVERSI
5.	"	KOKINIA	MENAND
6.	"	HALANDRI	CANNING
7.	"	MENIDI (ACHARNÉ)	PODONIF
8.	"	NEA LIOSSIA	SOCRATE
9.	"	ELEFSIS	ELEFTER
10.	"	LIOPESSI	"
11.	"	PSICHIKON	UNIVERS
12.	"	EKALI	OPP. NA

Refugee settlements. (= SYNIKISMOS)

A! The black line marking the centr
corresponds to the detailed map o

Railway line

Rivers.

RROUNDINGS

KYRILLOS

AG. IOANNIS

(KOTHOKIDE)

GOULA

THRIASSION PEDION

(ERINEOS)

ASPROPYRGOS
(KALYVIA)

STATION

THRIA

AG. IOANNIS

SYNIKISMOS ELEFSINOS

TO ELEFSIS

ELEFSIS

KOLPOS
ELEFSINOS

KROPIA

L. COUMOUNDOUROU
(REITI)

PIKILON (Mountain)

ACHARNÉ
(MENIDI)

ANO LIOSSIA

KAMATERO

PYRGOS
ANALYSIS

NEA
LIOSSIA

ADAMES

CHELIDONOU

NEA KIFISSIA

(TRINEMIA)

STROFILI

KASTRI

PENTELIKON (Mountain)

KTIPITO

KOUKOUVAOUNES
(SIPALITOS)

LYCOVRISSI

KIFISSIA

ANO IRAKLION

AMAROUSSION

ATHMONON

MELISSIA

KATO
IRAKLION

BRACHAMI

TO PENTELI

SYNIKISMOS KALOGREZA

EMORFOKLISSIA

RESERVOIR

(FLYA)

HALANDRI

NIZOPOLIS

ALISSOS

PATISSIA

KYPRIADOU

ANCHESMOS (M.)

AG. PARASKEVI

TO SPATA - MARKOPOULON

STAVROS

AG. VARVARA

TSACO

AG. IOANNIS
O KINIGOS

CHOLARGOS

PSICHIKON

GALATSI

KYPSELI

PTOCHOMOIU

FTHISSIATREION

RED CROSS
HOSPITAL

KRIFOCHORI

AMBELOKIPI

AG. IOANNIS
THEOLOGOS

GOUDI

ASTERI

HYMITTOS (Mountain)

LIOPESSI

KESSARIANI

(AGRILI)

SOUVA

KATSIPODOU

ALOPEKI

ILIOUPOLIS

AG. GEORGIOS

KARAS

(SKYRIDE)

BRACHAMI

TO VOULIAGMENI

KON TOPIGADON
(EVONIMON)

KALAMAKI

TRACHONES

SYNIKISMOS PERISTERIOU

CHA'IDARI

IERA ODOS

DAFNI

SYNIKISMOS NEON VIZANTION

KOLOKITHOU

KOLONOS

PYRITIDOPIION

AG. VARVARA

TO ELEFSIS

AG. SAVAS

(VOTANIKOS)
KIPOS

KOUTSOUKARI

FSTATHMOS

PERAMA

KORYDALOS (Mountain)

SYNIKISMOS NEON IKONION

AG. GEORGIOS

KERATSINI

PYRGOS

KAMATERO

SALAMIS

MBELAKI

SELINIA

KINOSSOURA

FORTIFIED NAVAL BASE

PSITALIA

N. ATALANTI

N. CHIRADES

(FARMAKOUSSÉ)

KYRADES

LEROS

SKARAMANGA

N. ARPEDONI

AEGALEOS (Mountain)

SYNIKISMOS NEA SFAGIA

RENTI

MOSCHATON

PIRAEUS

STATION

DRAPETSONA

PORT OF PIRAEUS

N. PHALIRON
ZUFFIES

AG. THEODOROS

NAVAL AERODROME

P. PHALIRON

(MOUNICHIA)

ORMOS
PHALIROU

(ZEA)

SARONIKOS

KALLITHEA

SYNIKISMOS NEA SMIRNI

SYNIKISMOS PROSFYGIKON

SYNIKISMOS NEAS IONIAS

SYNIKISMOS NEAS IONIAS

SYNIKISMOS NEAS ERITHRAIAS

SYNIKISMOS PTOCHOMOIU

SYNIKISMOS BYRONOS

SYNIKISMOS ZOODOCHOS PIGI

SYNIKISMOS DOURGOUTI

SYNIKISMOS MITTOU

SYNIKISMOS KOKINIAS

SYNIKISMOS NEON IKONION

SYNIKISMOS ELEFSINOS

SYNIKISMOS NEAS ERITHRAIAS

MEMORANDUM

MOTOR-BUS LINES FROM ATHENS.

			STARTING FROM
1.	TO	MAROUSSI - KIFISSIA	CANNING SQUARE
2.	"	OLD PHALIRON	ACADEMY. SINA ST.
3.	"	GLYFADA - VOULA	" "
4.	"	VOULIAGMÉNI	UNIVERSITY (REAR)
5.	"	KOKINIA	MENANDER ST.
6.	"	HALANDRI	CANNING SQUARE.
7.	"	MENIDI (ACHARNÉ)	PODONIFTI, PATISSIA
8.	"	NEA LIOSSIA	SOCRATES ST.
9.	"	ELEFSIS	ELEFTERIA SQUARE.
10.	"	LIOPESSI	" "
11.	"	PSICHIKON	UNIVERSITY ST.
12.	"	EKALI	OPP. NAT. LIBRARY

Refugee settlements. (=SYNIKISMOS)

A! The black line marking the central section of the city corresponds to the detailed map overleaf.

Railway lines.

Rivers.

without plan. This expansion has not affected the administrative centers of the city and the country. These lie all in a small area between Constitution Square and Omonia Square, where lie also the principal hotels and shops. The newer residential section is in the eastern part of the town, on the high ground provided by the slopes of Mt. Lycabettus. Industrial establishments are mostly in the western part of the town.

The two railroad stations, the Larissa (northern railway) and the Peloponnesus stations, with their yards, lie near the west edge of the city. The streets which lead from these stations to the center of the city are neither good nor direct. Both railroads have branch lines to the Piraeus.

The most important streets in Athens are as follows:

Amalia Avenue, leading from the Phaleron road to Constitution Square.

Kephissia Avenue, leading east from Constitution Square through a series of suburbs, and branching into three roads; north, to Thebes; east to Marathon; south and east to Laurion and the east coast of Attica. The barracks lie on Kephissia Avenue, about six blocks from Constitution Square.

Stadium Street, University Street, and Academy Street, the three main business arteries of the city, parallel to each other, the first two connecting Constitution Square with Omonia Square, the last lying a little further to the northeast.

Patissia Avenue, leading from near Omonia Square, through the suburbs of Patissia, Heraclion, etc., north to Tatoi and beyond.

Piraeus Street, leading from Omonia Square southeast, and branching into the Eleusis road (leading to the Peloponnesus) and into a road to the Piraeus. The market for local produce brought for sale to the city is on Piraeus Street; the large public market is on Athena Street, a crowded thoroughfare which connects Omonia Square with Monastiraki Square.

Buildings of all sorts in the Piraeus and in Athens average from three to five stories in height, and are solidly built of stone, except in the refugee districts where shacks predominate. A few large apartment houses have been built

recently in the Lycabettus district. Government housing projects, consisting of large blocks of small apartments, have also been built to care for a part of the refugee population.

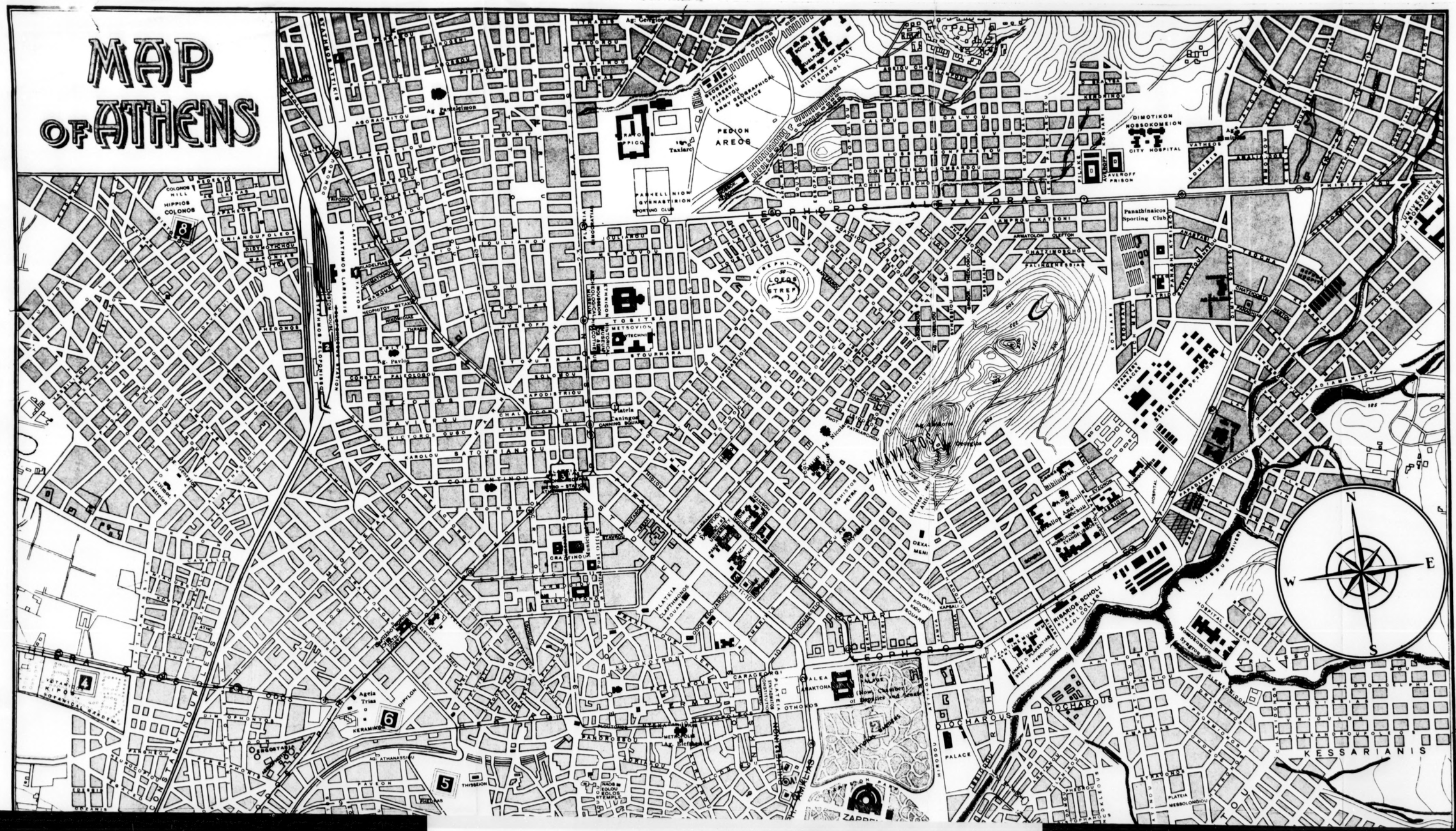
3. The population of Athens is 500,000; of the Piraeus over 250,000. Foreign elements are negligible as to number. There has been a considerable general increase in spoken English in the last ten years, and French is used in business and social circles, but little reliance can be placed on the use of anything but Greek.

4. The climate is reasonably good. Frost and snow are most unusual. The extremes of heat in summer (June-September seldom last for more than a few days at a time and are made tolerable by cool nights and an absence of humidity. The mid-winter months are rainy.

5. In the Piraeus there are three hospitals; four also in Athens, of which the most modern is the Red Cross hospital on Kephissia Avenue just outside the city. Conditions of water-supply and sanitation are different in Athens and in the Piraeus. In Athens the water supply is ample and excellent (Marathon Dam reservoir; there also the main electric power station). Sewage facilities are not up to this standard, but epidemics are rare. In the Piraeus, on the other hand, there is no good supply of drinking water; it is brought in in barrels. The sewage, moreover, goes into the harbor, and fevers are not uncommon. Malaria, however, has been practically eliminated both from Athens and from the Piraeus. The best refrigeration plant in Athens is that of the Fix Beer Company, on Patissia Avenue.

6. The local administration and policing of the city of Athens has gone through rapid changes in the last five years. At the present time little or nothing remains of any Greek authority. Before the institution of the dictator-

Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.


MAP
OF ATHENS
PEDION AREOS
Taxiarc
MILITARY CADET SCHOOL
DIMOTIKON NOSOKOMEION
CITY HOSPITAL
AVEROFF PRISON
PANNELLINION GYMNASTIRION
SPORTING CLUB
Panathinaicos Sporting Club
HIPPIOS COLONOS
COLONOS HILL
LOFOS STREFI
LYKAVITTOS HILL
METSOVION POLYTECHNION
Agia Trias
KERAMIKOS
ZAPPEION
KESSARIANIS
PALACE
N
S
E
W

OF ATHENS

MAP OF ATHENS
MEMORANDUM

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■ ANTIQUITIES

No 1. ACROPOLIS
• 2. THEATRE OF DIONYSSOS
• 3. ODEUM OF HERODES
• 4. MONUM. OF PHILOPAPPOS
• 5. THISSEION
• 6. KERAMIKOS - DIPYLON
• 7. TEMPLE OF OLYMPIAN ZEUS
• 8. COLONOS
• 9. PNYX
• 10. ANCIENT STADIUM RESTORED

——— = Tramways
——— = Autobus

■: STATIONS

No 1. LARISSA STATION (State Railways)
• 2. PELOPONNESUS STATION
• 3. ATHENS - PIRAEUS •
• 4. • KIFISSIA •
• 5. • PHALERON •

PUBLIC PARKS

No 1. ZAPPEION PARK
• 2. NATIONAL GARDENS
• 3. PHILOPAPPOS •
• 4. BOTANICAL •

ODOS = Street
LEOPHOROS = Boulevard

ⓘ = The National Hellenic Tourist Office
Odos Philellinon No 23 A

PUBLICATIONS OF: THE

PAGE

the last war, and are emphasized by the fact that northern Greece, Yugoslavia and Bulgaria alike consider it their one indispensalbe outlet to the Mediterranean. To this end, Yugoslavia has had a Free Zone in the port.

2. Salonica is built at the northeastern extremity of the bay which terminates the gulf of Salonica. During the last two decades the city has spread out to the east and west in a rambling way. Its expansion to the north is limited by a low range of hills which dominate the city below and the harbor beyond.

The principal street, Egnatia Avenue, runs straight east and west through the city. North of it lie the government offices; south of it the business quarter and the quays. From the west quay a wide paved road leads to the railroad station, and yards, which lie a little to the northwest of the town. The post and telegraph office lies at the northwest end of Voulgarotonko Street. The Mediterranean Palace Hotel, close to the harbor front, is a large useful building.

The foreign consulates and the homes of wealthy citizens are in the suburb of Kalamaria. Manufacturing establishments have increased somewhat since the advent of the refugees from Asia Minor in 1923, but large establishments, like large buildings of any sort, are few and scattered. Shipping, and the tobacco trade, provide the city's main business.

3. The population (before the war) was 250,000, about 90% Greeks (with a considerable and respected Jewish element), including also Albanians, Armenians, Bulgars and Serbs. French and English are spoken in business circles.

4. The climate is not very good. Extremes of cold are reported, but the temperature seldom remains below 32°F. for any length of time in winter; it frequently rises to over

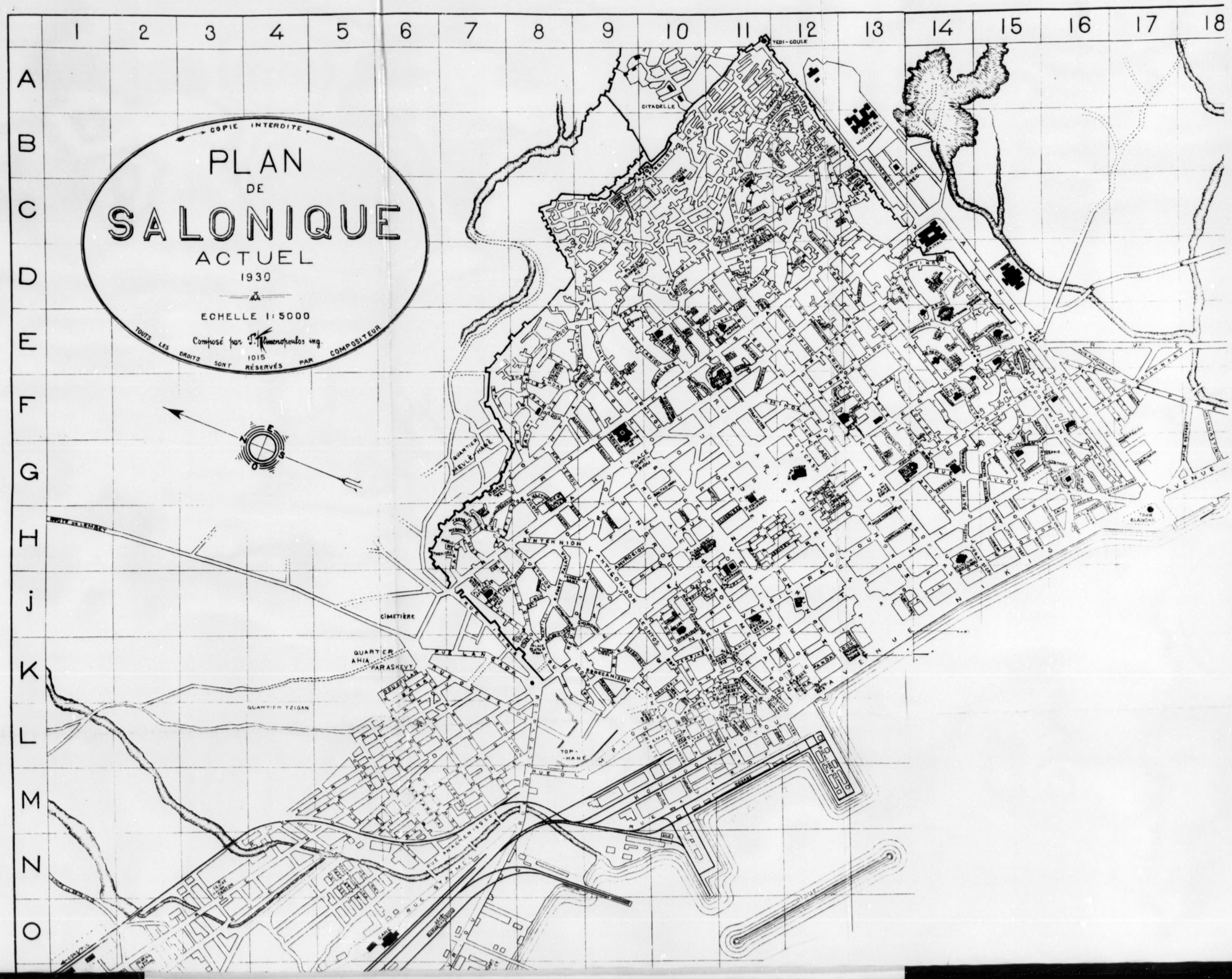
ship the city was run by a municipal council with an elected mayor. After 1936, all pretensions of election ceased, and the city government was put in the hands of the mayor, Kotsias. The police force, however, was controlled by Maniadakes, as Minister for Public Security, and he added to it a secret police. After the occupation, the German and Italian authorities attempted to get the Greek police to enforce their regulations. But on the one hand the Greek police did not want to do this, and on the other hand the local population had lost all faith in everything pertaining to the Metaxas government, and looked upon the remains of Maniadakes' police force as unworthy of any authority. It thus appears that a police force newly accredited under a cooperative municipal council trusted by the population will be an urgent necessity.

Salonica

1. Salonica, the second city of Greece and the capital of Macedonia, is the most important strategic point in the northern Aegean. Its possession is vital for any operation to the south or east. It controls the single railway line leading southwards to Athens, and roads (moderately good but with poor bridge facilities) lead out of it: to the north and west, towards the Vardar Valley and Monastir; to the northeast to Serres and beyond; to the east, to Kavala.

Although its bay, which can provide anchorage for a large number of ships, is exposed to south-westerly winds, the small inner harbor gives sheltered anchorage, and the port and quay facilities are the best in the northeastern Mediterranean short of Istanbul and the Piraeus. The city has been the terminus of a number of civil air lines, as well as a military air base.

Salonica's advantages as a base were demonstrated during


COPIE INTERDITE
PLAN
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1930
ECHELLE 1:5000
Composé par D. Athanopoulos ing.
1015
TOUS LES DROITS SONT RÉSERVÉS PAR LE COMPOSITEUR
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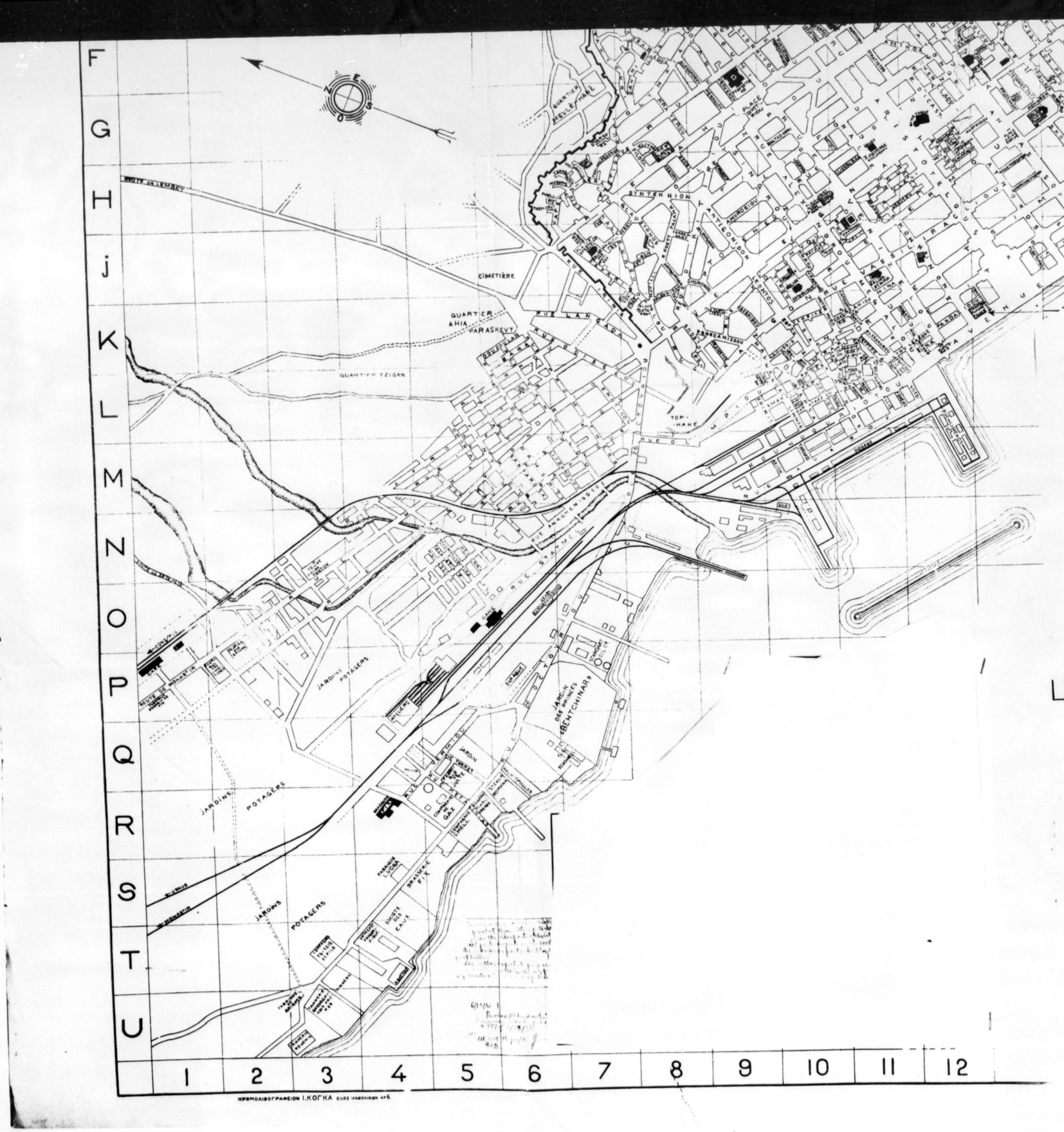
YEDI-GOULE
HIPPODROME
CIMETIÈRE
QUARTIER AHIA PARASKEVI
QUARTIER TZIGAN
TOUR BLANCHE
AVENUE



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KONTOGOURI 22ε.
KORAY 35J.
KORITSAS-FOTIOU 15ε-15F.
KORITSIS 22C-22D.
KOROMILA 31L-31K.
KOSTY-PALAMA 8J-8H.
KOUNDOURIOTOU-NAVARHOU 9H-12L.
KOZANIS 12F-13F.
KRATEROU 8A.
KRESNAS 22D.
KRIEZOTOU 30L-30H.
KRINIS 9L-10L.
KRISPOU 11θ-11C.
KRITIS 31J-32J-35J.
KROUSOVOU 10L.
KYPROU 24ε.
KYVERNIADOU 21ε.

L

LAKHANA 21C-21ε.
LANGADA 6K-7K-8K.
LAODIGHTRIAS 12D.
LASCARATOU 33L-33K.
LEONTOS-SOFOU 9J-10K.
LEOTHIDOU 11ε-12θ.
LEVCOU-PYRGOU KAI ELEVTERIAS.
LIBERTÉ KAI ELEVTERIAS.
LICOURGOU KAI LYCOURGOU.
LIGHANY 25ε.
LIMENOS 12L-12M.
LISSOU 11ε.
LIVDUNOVOU 6H-7M.
LOGOTHETOU 34H.
LOID 14θ.
LOUBA 11L.
LOUI 14θ-15θ.
LOUNIANOU 30K.
LYCOURGOU 11K-11L.
LYSSIKRATOUS 29H-30H.
LYSSIMAHOU 30K.
LYSSIPPOU 10H.
LYTRA 21θ.

M

MAKEDONIAS 23F-25θ-32θ.
MALEA 12C.
MANAVISTRIANAKI 16F-17ε.
MANTINIAS 27F-28F-33F.
MARAFHIOS 28θ-31θ-34θ.
MARAZLIOU 32K-32F.
MARCOU-BOTSARY 28J-28F.
MARS-251 KAI 8 MARTIOU.
MARTIOU-25 32H-32K.
MASHHOPOULOU 16H-17K.
MATTHEOU-KAMARIOT 14H-15ε.
MAVILLI 8K-8J.
MAVROGORDATOU 30H-30J-30K.
MAVROMIHALY 33K-32θ.
MEFONIS 15F.
MEGACLEOUS 10F-10E.
MEGALOU-ALEXANDROU 9θ-12K; KAI KATOUNI.
MELA PAVLOU-MELA.
MELENIKOU-CONSTANT KAI CONSTANTINOU-MELENIKOU.
MELENIKOU 28A-31θ-32θ.
MELIPOMENIS 7H.
MENELAOU 12F-12θ.
MENEXE 12H.
MEROPIS 7H.
MESSOLONGHIOU 25θ-27θ.
MIAOULI 26H-28θ-28F.
MIKHON 28H-29H.
MILTIADOU 23D.
MIRAMAR 24H.
MIRRAHI 25H-28θ-28ε.
MITROPOLEOS 11K-14H-15θ.
MITROPOLITOU-IOSIFOU 15H.
MODIANO 26J.
MODI 13F.
MOISSEOS 5N-5D.
MONASTIRIOU 2F-3H-8K.
MOREAS 11θ-12θ-12C.
MORIHOVOU 11K-11L.
MOSHOPOULOU 16θ-17A.
MOUROUZI 34θ-34H8.
MOUSSIOU-ARHEOL KAI ARHEOLOGHICOU MOUSSIOU.
MOUSSON 11C-11θ-12θ-12A.
MOSSOURI 32K-32H.
MUSÉE-ARCHEOL KAI ARHEOLOGHICOU-MOUSSOU.

N

NAL BANKIOI PERDIKKA.
NAOUSSIS 10K.
NARYSSOU 10θ.
NAVARHOU-KONDOURI KAI OUNDOURIOTOU-NAVARH.
NAVARINOU 8H-13F.
NAVMAHIAS-ELLIS 11L.
NAVMAHIAS-LIPNOU 9H-10L.
NEMEAS 27ε-28ε.
NEVROCOPIOU 21C-22D.
NIGRITSIS 29H-29θ.
NIKIFOROU-FOKA 16A-16H.
NIKIS 12K-14J-17H.
NOSSOKOMION 18ε-22C-24A.

O

OCTOBRE-261 KAI 8 NOEMVRI.
OCTOVRIOU-26 3F-6θ-8K.
ODYSSEOS 6H-8L.
OLIN THOU 15K-16θ.
OLYMPIADOS 8ε-9ε.
OLYMPOU-DIAMANTI 6H-9J-10L-11K.
OLYMPOU 8H-12F.
OMIROU 24C-24ε.
OMONIAS 5L-5M.
ORFANIDOU 9H.
ORFYLOU 11K-11L.
OSTROVOU 25θ-26θ.
OURANIAS 11D.

P

PAICOU 10J.
PALAIS TINIS 5N-5θ.
PALAMA-GRIGORIOU KAI GRIGORIOU-PALAMA.
PALAMA-KOSTY KAI KOSTY-PALAMA.
PALEOLOGOU 12θ-14F-14A.
PALEON-PATRON-GHERMANOU 14H-14ε.
PALLIS 27K-27J.
PANAGOUDAS 14F.
PANAHIA 18A.
PANDAZIDOU 12K.
PANGHEOU 11L.
PANTELEIMONOS 14ε.
PAPADOPOULOU 11J.
PAPADOPOULOU-ALEXAND. 26F.
PAPAFLESSA 24ε-25K.
PAPAGHEORGHIOU 13F.
PAPADHIANNY 22C-22D.
PAPAVRIAKY 30K-30J.
PARNASSOU 12H.
PAPANICOLI 11A-12A.
PAVARIGOPOULOU 7J-8K.
PAPATHEOGTITOU 14ε.
PAPPAFI 21θ-27θ.
PARASKEVOPOULOU 23θ-24ε.
PARNITHAS 26C.
PASTER 15K-17θ.
PATRIKI KAI KAPETAN-PATRIKI.
PATRON 28H-29H-30H.
PATRON-GHERMANOU KAI VIRONOS KAI PALEON-PATRON-GHERMAN.
PAVLOU-MELA 14θ-17H, KAI VLASSIOU-TSIROHIANNY.
PAVSILIPON 6L.
PELISSE 24ε-25D.
PELOPONNISSOU 11F-11ε.
PELOPOS 11ε.
PERDIKKA 21ε-25θ-27C.
PERICLEOUS 9L-9K-8H.
PERISTERIOU 11K.
PERSEFONIS 10ε.
PETROPOULAKIDOU 12ε.
PETROU-SYNDIKA 29H-29J-30F, 30-3H.
PEREIRA 5N.
PHILIPPOU KAI FILIPPOU.
PHOKEAS KAI FOKEAS.
PIDNAS 9C.
PILIOU 1L.
PINDAROU 24ε-25ε.
PINDOU 11L.
PINELOPIS 7H.
PYRROU 10L.
PISTON 25B-26B.
PITHEOS 9F.
PITTACOU 31K-32L.
PLATANON 8K.
PLATONOS 12F-12ε.
PLOUTARHOU 13J.
PLOUTONOS 35L.
POLIORKITOU-DIM. KAI DIMITRIOU-POLIORKITOU.
POLIXENOU 35L.
PRANTOUNA 16θ.
PRASSAKAKI 13ε.
PRAXITELOUS 23F-25θ.
PREFECTURE KAI DIKTYRIOU.
PRIAMOU 28ε-28θ.
PROESTOU KAI ASTERIOU-PROESTOU.
PROFITOU-ILIOU 9ε-10ε.
PROMITHEOS 6K-7M.
PROPHETE-ILIA KAI PROFITOU-ILIOU.
PROTEOS 12B.
PROXENON 9ε.
PTOLEMEON 9J-10H.
PYRROU KAI PIRROU.

R

RACTIVAN 8ε-8F-9ε.
RUE DE LA REPUBLIQUE KAI DIMOKRATIAS.
RIGA-FERREOU 33K-33L-34θ.
RODOPIS 11L.
RODOTI-DIM. 22ε.
ROGOTY 12K.
ROI-GEORGE KAI VASSILEOS GHEORGHIOU.
ROI-HIRAKLIOU KAI VASSILEOS IRAKLIOU.
ROMANOU 16ε.
ROSTAN-EDMONDOU KAI EDMONDOU-ROSTAN.
ROUSSEL KAI VICFILD KAI VICFILD.

S

SAHINI 8A-8F.
SANTOURI 7F-8A.
SAÏA 18H.
SAINT KAI AGHIOU.
SAINTE KAI AGHIA.
SAKELARIOU 9ε-10ε.
SALAMINOS 11L-12K-11L.
SALONIKI 9D.
SANTAROSA-SANTORÉ 6H.
SANTORÉ KAI SANTORÉ.
SAPFOUS 8N-8L.
SARANDAPOROU 21ε-21ε.
SCOPELOU 30K-30J.
SELEVKIDON 9J-8K-8J.
SELEVCOU 10F.
SERRES 22C-23C.
SFACTIRIAS 15ε.
SIATISTIS 10K-11K-12F.
SINA 12K.
SINGROU 9H-10J.
SINTEHNION 8H.
SIRINON 5H.
SKIATOU 34K-34J.
SKOLION 14K-14H.
SKYROU 29K.
SOKRATOUS 12ε-13F.
SOFIAS KAI AHIASSOFIAS.
SOFOKLEOUS 11D-11ε.
SOLOMOU 11J-11H-12H.
SOULIOU 15F.
SOURI 8H-9H.
SOUTSOU 8H KAI 8FE.
SPANDONI 11H-11J.
SPARTIS 21F-23F.
STATHOU 6θ-7K.
STAVROU-GHEORGHIOU 13H.
STAVROU-VOUTIRA 5N-5θ.
STEFANOU-TATTI 13F-13ε.
STHENONOS 10C.
STOURNARA 7θ.
STRATIOTOU-AGH. KAI AGHIOSTOU-STRATIOTOU.
STRATONIKIS 11θ-12θ.
STRATOU 8ε-22ε.
STRONNITSIS 26θ-32A.
SVORONOU 8J-9J.
SYNDIKA KAI PETROU-SYNDIKA.

T

TANTALIDOU-ILIA KAI ILIA-TANTALIDOU.
TANTALOU 6K-7M.
TASSOU KAI THASSOU.
TATTI KAI STEFANOU-TATTI.
TEGHEAS 27J-28J-29J.
TELEMACHOU KAI TILEMAHOU.
TEMPSIHORIS 7H.
TERPSITHEAS 9θ-10D.
THALIAS 7H.
THALITOS 31L-32L.
THASSOU 11K-11L.
THEAGHENOU-HARIZI 21θ-22ε-23θ-27C.
THEMIDOS 7H.
THEMISTOCLEOUS 8F-8ε.
THEODORAS KAI AHIAS-THEODORAS.
THEOFILOU 10D.
THEOTOCOPOULOU 11θ-11C.
THERMIS 34L-36M.
THERMOPYLON 30H-32H-34H.
THERSIPPOU 12C.
THESSALONIKIS-EUSTATHIOU KAI EUSTATHIOU-THESSALONIKIS.
THIVON 8K-8J.
THOUKIDITOU 33N.
THRAKIS 10M.
TILEMAHOU 14D.
TIPOU 10J-10K.
TOMBAZY 28A-28ε.
TORONIS 15θ-16θ.
TORNES 3θ.
TOUNBA 24ε.
TOUR-BLANCHE (DIAGONALE DE) PAVLOU-MELA.
TRAPEZIS 8HORIOU (10J).
TRAPEZONTOS 29J.
TRIADOS AHIAS-TRIADOS.
TRIAS 23C-23D.
TRICOUPI 23F.
TROIAS KAI TRIAS.
TSAMADOU 8F.
TSAMI 10L.
TSIMISKY 11K-8J-15θ.
TSIROHIANNY-VLAS. KAI VLASSIOU-TSIROHIANNY.
TSOUFLY 14ε-15ε.
TZAVELLA 34H-34J-34H.
TYRRANOU 12C-13C.

V

VAGLAMALY 12θ.
VAIOU 11K.
VAKHOU 5L-7K.
VARGA PAPAHIANNY.
VASSILEOS-GHEORGHIOU 17A-19C-21ε-22θ.
VASSILEOS-IRAKLIOU 11J-12J-13H, 16θ.
VASSILEOS-KAROLOU 13H-14θ.
VASSILEOS-PETROU 13H-14K.
VASSILIOU-VOUL ΣAROCTONOU KAI VOUL ΣAROCTONOU.
VASSILISSIS-OLGAS KAI DIMOCRATIAS.
VASSOU 14ε.
VATHIOTOU 12H-12θ.
VELISARIOU 21F-24F.
VELLIOU 26F.
VENIZELOS 10θ-11H-12K.
VERMIOU 10H, KAI 4H-5F.
VERNARDAKY 8J.
VERRIAS 10K.
VIANTOS 11C-11D.
VICFILD (ROUSSEL) 26H.
VICTOR (ou L) KAI NIKIS.
VICTOR-OUGO (HUGO) 10K-11K.
VIRONOS 15ε.
VIRSODEPSION 10L.
VIZANTIOU 23F.
VIZANTOS 8ε-9θ.
VLAHAKI 16H.
VLAHAVA 11θ.
VLALI 11H-12H.
VLASSIOU-TSIROHIANNY 16H-17K.
VOBATSICOU 14H-15J.
VOTSI 12K.
VOUL ΣAROCTONOU 14J-15H, 16H.
VOUTIRA STAVROU-VOUTIRA.
VYZANTIOU VIZANTIOU.

X

XENOPHONTOS 24C-25θ-25ε-25F

Y

YPSILANTI IPSILANTOU

Z

ZAFIRAKI 10L-11K.
ZAIMI 24ε-24F.
ZALACOSTA 22ε.
ZANNA 27J-27H.
ZEFIRON 8J.
ZEVXIDOS 14ε.

25 MARS KAI MARTIOU-25.
28 OCTOBRE OCTOVRIOU-26.

AJOUTÉS

PALLIS 27K-27J.
EDMON-ABOT
HRISTAKY-XANTHIDOU

RESTAURANT PETIT KARABOURNIOU

34 35 36

front of the town for the whole length of the harbor; it has no regular station or yards. This railway connects Patras with Athens, and with the western coast of the Peloponnesus. The road to Athens, which like the railroad follows the coast of the gulf of Corinth, is poor and in wet weather unusable owing to absence of bridges. Behind the town rises a hill on which is a prison and barracks. The town has an excellent water supply, and it is lighted by electricity, though the power-plant facilities are on a very small scale. The population numbers 62,000.

Volo

Volo is situated near the center of the northern side of the gulf of Volo. This gulf encloses an area about 15 miles square, and possesses considerable importance because of its location and protected character. The town lies between two mountain ranges which run from north to south; to the north is a low-lying plain which extends as far as Larissa. Volo is a clearing port for the products of this plain, and has several minor industries. The population is about 50,000.

The port is protected by a breakwater. On the west side of the harbor is the railway pier, with a line which connects with the Athens-Salonica railroad. On the north side of the port is the town pier, with a depth of water from 21 ft. to 27 ft. But most of the business of the port is conducted either in very small ships, or by means of lighters.

The business section of the town lies immediately east of the railway. There is a municipal hospital with 80 beds. The water-supply is excellent. The town is fairly clean and sanitary. The roads in the vicinity are in very bad shape.

100°F. in summer. The months from November to January are cold and rainy. Although drainage operations have been undertaken, malaria is still prevalent.

5. There are several hospitals, including a British hospital, but their facilities and equipment are limited. Sanitation in general is primitive, but the water supply, under the direct control of the municipal authorities, is good, and comes mostly from artesian wells. The city possesses an ice-making plant. There are three electric power stations, one of these being near the quays, another near the government building. Only the most modern buildings have provision for central heating. Coal and oil are of course all imported, as are a large proportion of foodstuffs, such as cannot be supplied by the relatively undeveloped agricultural back-country.

6. The local government consists of a municipal council, presided over by an elected mayor. This council controls the local police force. Although under the Metaxas regime various centrally-directed police forces came into being, these can be disregarded. The one essential for the orderly control of the city is a cooperative Municipal Council.

Patras

Patras, the port serving the western seaboard of Greece, lies at the northwest extremity of the Peloponnesus, at the outer end of the Gulf of Corinth. In commercial importance it ranks next to the Piraeus and Salonica, though considerably below them. It has an inner harbor protected by a mole, but ships of any size must berth outside. Its harbor facilities are insignificant, being chiefly adapted to the needs of the currant trade.

The town is neatly laid out, with wide regular streets. The Peloponnesian Railway (gauge, 1 m.) runs along the

Larissa

Larissa, the capital of Thessaly, is the chief town lying directly on the Salonica-Athens railroad line. It is also connected with the port of Volo by a branch line. It lies on the right bank of the Salamvria (Peneios) River, at the center of a large and fertile plain. It is of particular importance as a road-junction for the projected (but uncompleted) highway across the Pindus Range.

It has electric light, moderately good water supply and sanitation, but it does not supply the facilities of a large city. The population is about 25,000. Modern facilities will not as a rule be found in Greece outside of Athens and Salonica.

Lamia

Lamia, in Phthiotis, to the south of Larissa, lies between the port of Stylis on the Malic Gulf and the railroad junction of Lianokladi on the Athens-Salonica line. It is served by a branch railroad. Its chief importance lies in the fact that it is the only town of any size in this vicinity (population ca. 15,000), and that the main highway from north to south passes directly through it, running between the railway line and the head of the gulf.